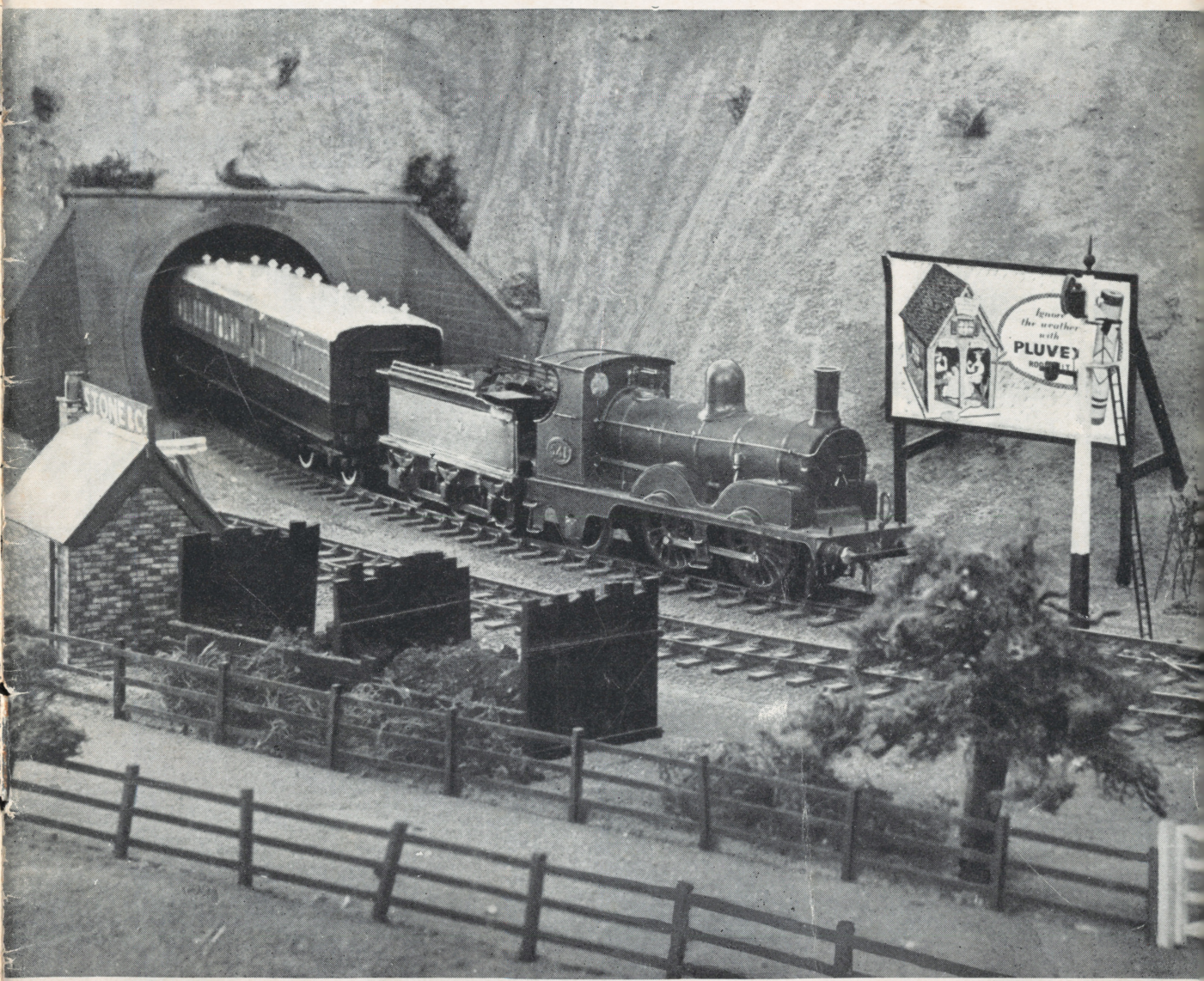
ONE SHILLING

The MODEL RAILWAY NEWS

VOL. 28 No. 336 DECEMBER 1952



A PERCIVAL MARSHALL PUBLICATION

We have recently extended our showrooms to assist local clients by better display and service.

We have pleasure in announcing a NEW SCHEME which we hope will assist our many postal customers, and local clients if they wish.

(1) We suggest you send us a list of items you require which are in short supply or second-hand, if possible indicating a price for second-hand items.

(2) As and when such items come in, we will advise you at once *before* offering for sale in the normal fashion.

(3) If we do not receive your reply by return we will presume you do not now want this particular item and we will then introduce such article to stock.

TRUE MODEL CO.

211 Upper Richmond Road
Putney, S.W.15.
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GEM

"POPULAR" PERMANENT WAY

A SIMPLIFIED FORM OF OUR FAMOUS "OO" GAUGE 16.5 mm. 2-RAIL TRACK. STRONG AND REALISTIC BUT LOWER IN PRICE

★

The same high quality materials are used.

CATALOGUE & PRICE LIST **7½d.** post free.

Straights & Curves, 12 inches with 8 Sleepers
Curves are 24 inch and 36 inch radius
STRAIGHTS & CURVES 1/10, TURNOUTS 6/9
Prices include P.T.
OBTAINABLE FROM ALL LEADING MODEL SHOPS
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GEORGE E. MELLOR
31a, Rhos Road, Rhos-on-Sea, N. Wales
PHONE: COLWYN BAY 48462 *TRADE ENQUIRIES INVITED*

PRICES OF COMPONENTS FOR SCALOH COMBINED CHAIR AND SLEEPER TRACK

Sleepers (Types A, B, C, D, E), **10s.** per 100.
Nails for fixing, **2s.** per 100.
Soft Copper Ribbon (for stud contact), **3d.** per yard.
Special Ceramic Insulators (Type "A" with brass contact nail), **1s. 9d.** per packet of 50.
Ditto Type "B" with clip and pin for outside Conductor rail), **3s. 3d.** per packet of 50.
Garnet Ballast paper 2¾ in. wide, **10d.** per yard.
Rail prices are as per our catalogue.

A leaflet describing the many variations of the combined sleeper chair and dealing with the methods of laying the different types of track possible by its use is now available. Send for your copy. The first of a series of parcels embracing the components listed above is also ready. It contains sleeper chairs, flat base nickel silver rail, fishplates, fixing pins, ceramic insulators, brass contact nails, copper contact ribbon and ballast strip This parcel makes up into 6 ft. of the most attractive *stud contact* track. Send for your parcel and become familiar with the easiest laid fine scale track. Price : Parcel No. 6, post paid, **23s.**

Send for the 5th edition of our catalogue which is now ready. Price, including postage **1s.**

ROCKET PRECISION LTD.

Makers of Scaloh "O" gauge components

18, Lonsdale Road,
London, N.W.6
Nearest station, Queens Park, Bakerloo Line

"RATIO'S

4 Car Southern Electric Set
(Bulleid Stock)
is a Sensation"

Start building the motor driving coach today from a Ratio Coach Body Kit No. C/949/EM. Shortened version for 2 foot radius curves. For exact scale length No. C/949/EM Scale. "OO" Gauge only.

Obtainable from your local model dealer or direct from us.

WEBSTER DEVELOPMENT CO.
Quickley Lane, Chorleywood, Herts.
Trade Enquiries to the above. *2d. stamp please for list.*

Another handful of winners!

Here are the latest models to come off the Graham Farish production line . . . . . rolling stock to gladden the hearts of all enthusiasts. Included in the group are the new American Loco, New York Central and British Suburban Coaches, Pullman Brake/Coach and three new Trucks all at prices which defy competition.

★ *If you have any difficulty in getting Graham Farish Scale Model Railroads, write for name of your nearist stockist.*

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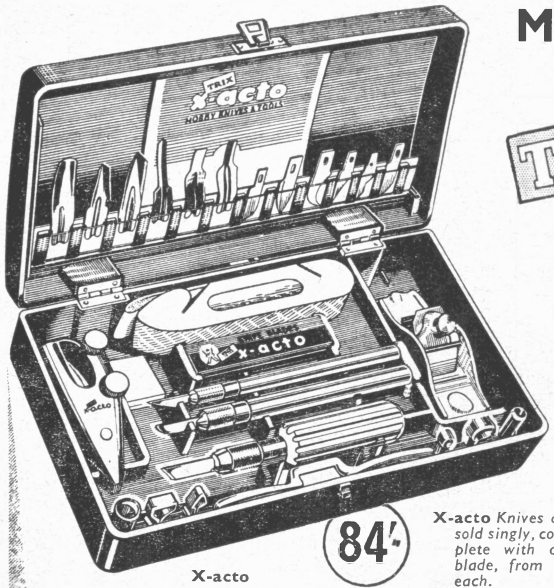
BROMLEY - KENT



84/-

X-acto
Burlington Hobby Chest
Complete with the three knives, 23 cutting tools, spokeshave, plane, sander, balsa stripper and steel rule in a gleaming moulded cabinet.

X-acto *Knives are sold singly, complete with one blade, from* **3**/- *each.*
X-acto *Tool Kits from* **23**/-
X-acto *blades in pkts. of 5 from* **2**/**6**

Made by craftsmen... *for* craftsmen

TRIX **x-acto**

BURLINGTON HOBBY CHEST

You have to handle the Burlington to appreciate the craftmanship that goes into its making.
Once you've tried the perfect balance of X-acto knives and tools and tested for yourself how scalpel-sharp X-acto cutting edges really are, you'll be convinced that the craftsmen who made them know exactly what craftworkers and modellers want.
If you are not using X-acto yet, see your X-acto agent as soon as you can. He'll show you the Burlington and the complete series of X-acto knives, blades and tools.

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G&G

THE HOBBIES SHOP, 202 KEIGHLEY ROAD, BRADFORD

PHONE: 42515

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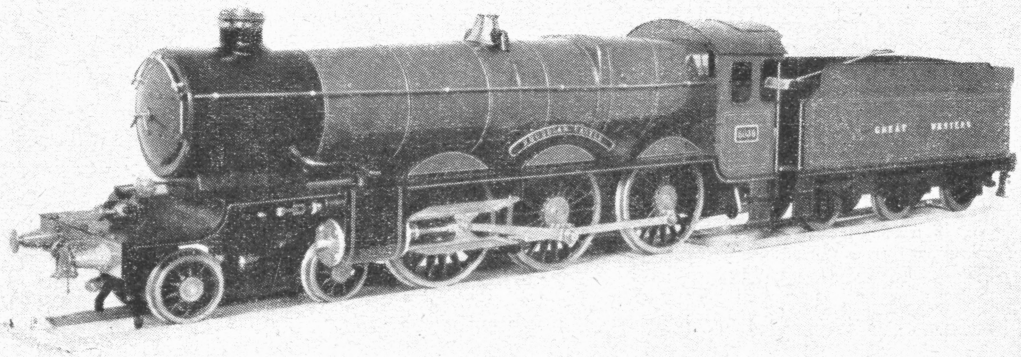
W. H. FOSTER, E. W. STUTTARD



Gauge "1" high pressure, steam driven, coal fired, model of a G.W.R. "Castle" class locomotive. Built to order

We build to customers' requirements scale model locomotives in 4 mm., 7 mm. and 10 mm. scales. Highest quality craftsmanship. Standard or super detail. Estimates free. Also we undertake overhauling, rebuilding, painting, chassis construction, etc.

Agent for all the best model manufacturers. If you live within easy reach come and see our display of model railway goods.

Buses from town pass the door. 3 minute service. Ask for Emm Lane stop. Free car park outside the shop.

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A MERRY XMAS AND A HAPPY NEW YEAR TO ALL OUR FRIENDS AT

AND CUSTOMERS IN CANADA, S. AFRICA, U.S.A., S. AMERICA, B.W.I. AND

ALL THE BOYS DOWN UNDER. GREETINGS !

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" O " Gauge 32 mm.

	£	s.	d.
623 Switcher	16	0	0
Pacific Diesel	30	15	0
Pullmans	4	19	0
Searchlight Car	4	19	0
Oil Car	2	17	9
Stock Car	3	1	0
Reefer	3	1	0
Crane Car	4	19	0
Box Car	3	1	0
Hopper Car	3	1	0
Block Signals	3	0	9
Yard Set		12	9
Lamp Posts		12	3
Standard Straight		3	3
Standard Curve		3	3
De Luxe Straight		4	0
De Luxe Curve		4	0
Smoke Pellets		5	3

SETS

Scout complete	12	14	0
2-6-4 complete Smoking	24	14	0
Union Diesel with Horns, complete 56 in. train	43	2	6

ALL IN STOCK

M·A·RKLIN

" HO " Gauge 16.5 mm.

	£	s.	d.
0-6-0 Tank	5	0	0
0-6-0 and Tender	6	10	0
4-6-4 Hudson	11	0	0
2-10-0 44 Type	13	11	6
2-8-2 Tank	10	11	0

Pantograph Types

0-4-4-0 S.E.	7	12	0
2-6-6-2 C.C.S.	17	0	0
Coaches. Six Types	1	6	0
Suburban Coach		14	4
Goods Stock from		8	6
Track, points and automatic signals			

SETS

Freight Set complete	18	14	0
Passenger Set, complete	20	7	6

15 DIFFERENT LOCOMOTIVES

THE WORLD'S FINEST

BUILT FOR A LIFETIME'S WEAR

FARISH

" OO " Gauge 16.5 mm.

	£	s.	d.
4-6-4 N.Y.C.	9	5	0
4-6-0 " King "	5	19	6
4-6-2 " G./Arrow "	5	14	6
4-6-2 " M/Navy "	5	9	6
2-6-2 Prairie	4	4	0
Pullmans	1	7	6
Pullmans G/A	1	10	0
Wagons Lits	1	10	0
Pullman Compo	1	12	6
American Coaches	1	5	0
Steel Wagon		5	6
7-plank Wagon		5	6
5-plank Wagon		5	6
3-plank Wagon		4	3
Bolster Wagon		4	6
Flat Truck		4	0
Formo Points		6	3
Vans		6	6
Brake Vans		7	6
Formo Track 36 in.		4	3½
Power Pack	3	15	0

KITS

Brookdale		5	0
Timbers		5	0
Depot and Cabin		7	6

ALL IN STOCK

HORNBY

" OO " Gauge 16.5 mm.

	£	s.	d.
4-6-2 " Duchess "	4	1	2
4-6-2 " Gresley "	3	17	6
L.M.S. Coaches		14	11
L.N.E. Coaches		9	7
Fish Van		5	3
Goods Van		5	3
Open Wagon		4	8
Tank Wagon		5	7
Cattle Truck		5	3
Coal Wagon		5	7
Brake Van		7	2
Electric Signals		9	0
Large Curves		3	5
Isolating Rail		6	6
Uncoupling Rail		5	7
Buffer Stop		2	2
Signal Cabin		12	5
Etc., etc., etc.			

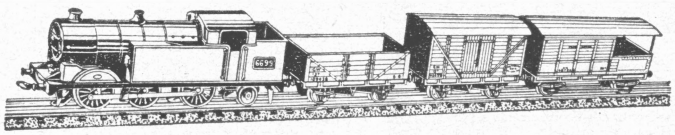
SETS

0-6-2 Tank Complete	10	4	7
Gresley Complete	11	4	5
" Duchess " Complete	11	18	9

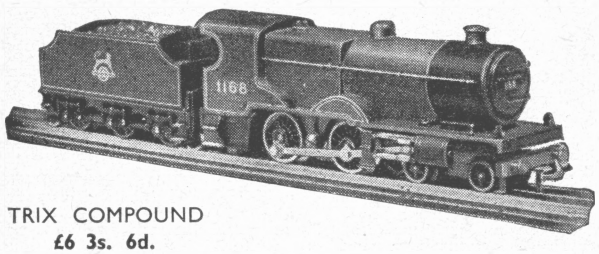
Every Dublo item **in Stock**

3/6 0-6-2 TANK CASTINGS IN BLACK B.R. TRANSFERS 3/6

HORNBY **DUBLO** ELECTRIC TRAINS



Sets and all accessories in stock now !



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£6 3s. 6d.

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FULL RANGE IN STOCK.

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2 OR 3 RAIL

59/6 EACH

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AND YOU BUY THE WORLD'S BEST

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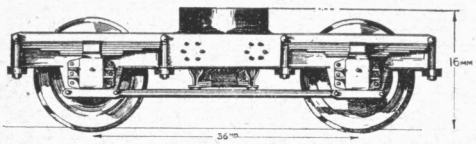
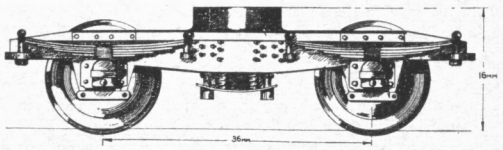


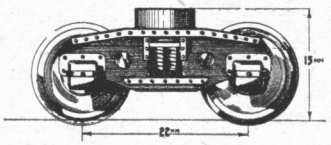
R/253 L.M.S. Standard Coach Bogies, 7/9½ per pair.
R/254 Ditto fitted Hornby-Dublo wheels, 7/9½ per pair.

ACRO BOGIES
7/9½



R/251 G.W.R. Churchward Bogies, 7/9½ per pair
R/252 Ditto fitted Hornby-Dublo wheels, 7/9½ per pair.

NEW THIS MONTH

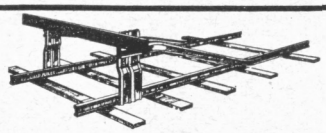


G.W.R. HIGH CAPACITY PLATE BOGIE

Super Detailed casting fitted with the new ACRO springing unit.

This bogie is an accurate reproduction of the bogies used on G.W.R. all metal bogie vans, and all metal bogie coal wagons, fitted with the most successful springing unit yet devised.

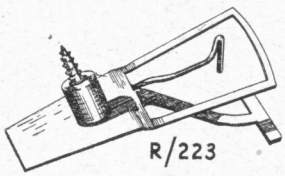
R/260 fitted with scale wheels.
R/261 fitted with H.D. wheels. 7/9½ per pr.



RAIL BUILT BUFFER STOPS

A beautifully built scale model of the standard type of rail built buffer stop, as used on British Railways, with the characteristic high class ACRO finish.

R/191 ... ... 2/5 each



R/223

ACRO AUTO COUPLINGS

The ACRO automatic coupling, a very efficient easily fitted foolproof coupling, operated by permanent magnet or electric magnet, needs no moving ramps, single screw fixing.

R/223 1/7 per pair

R/194

LOCO TENDER AIR VENT

One of the many high grade accurately turned locomotive fittings in the ACRO range, fitted to all L.M.S. tenders.

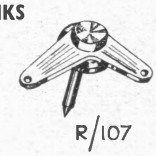
R/194 ... ... 3½d. each.

R/106

"T" SIGNAL CRANKS "L" SIGNAL CRANKS

"T" & "L" signal cranks. An accurately scaled reproduction of angle cranks, used for point and signal work. Easily secured to the baseboard with centre fixing pivot, crank remains free. The holes take 24 or 26 s.w.g. wire.

R/106 ... ... 10d. each
R/107 ... ... 7½d. each.



R/107

"Full details of the long awaited **ACRO TRACK** *will appear in our January advertising."*

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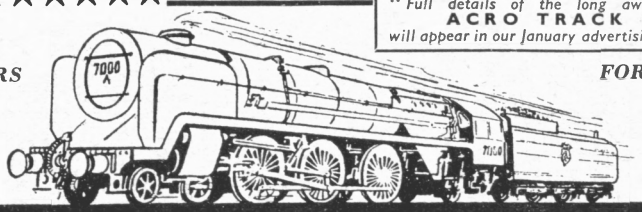

GEORGE BRADSHAW
5 & 6 WESTERN ROAD HOVE · SUSSEX

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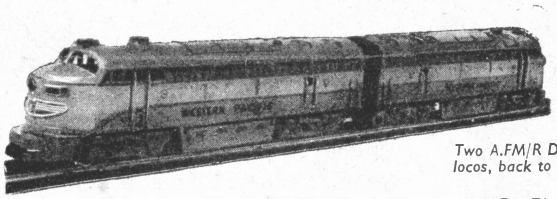
From all good model shops— your dealer will show you ACRO.

BUY RIVAROSSI FOR CHRISTMAS



Two A.FM/R Diesel locos, back to back

SPECIFICATION

Complete Locomotives

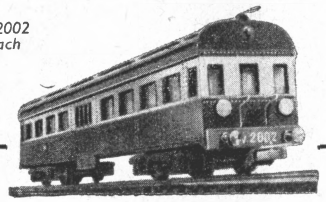
"OO" gauge, 16.5 mm. scale. These locomotives are perfect models of the prototype. They operate from a supply of 4-12 volts, d.c., with polarity reversing. Suitable for running on any "OO" scale or commercial track with the exception of Trix. May be converted for use with centre third of outside collection. Very powerful motor mounted on 1 mm. ball bearings.

COMPLETE LOCOS

A FM/R Diesel Electric Loco.	£5 15 0
*A 2002/R Suburban Motor Coach	£6 12 6
V 2002 Coach for above	£2 5 0
AN1/R Diesel Railcar	£5 12 6
AN1/T Coach for above	£2 5 0
L442/R "Atlantic" Loco.	£8 8 0
*Le 424/R B-B Electric Locomotive	£7 5 0
*Le 626/R B-B-B Electric Loco.	£6 12 6
L B & O/R B & O Shunting Loco	£3 19 6

* These models have pantograph collection and are suitable for overhead or rail pick-up

V. 2002 Coach



A LOCOMOTIVE TO SUIT EVERY TASTE

SPECIFICATIONS

Complete Locomotive Kits

The construction kits, boxed in assembly order, are complete with all parts required to build the particular model indicated. They are identical to the complete locomotives listed on this page with the only exception that they are unpainted.

Guaranteed . . . Screwdriver assembly throughout, they can be put together quickly and without previous experience. Absolutely no extras.

LOCOMOTIVE KITS

SM/FM Diesel Electric Loco Kit	£4 17 6
SM/A2002 Suburban Motor Coach Kit	£5 12 6
SM 442 "Atlantic" Loco Kit	£7 5 0
SM AN1 Diesel Railcar Kit	£4 8 0
SM 424 B-B Electric Loco Kit	£5 15 0
SM 626 B-B-B Electric Loco. Kit	£5 12 6

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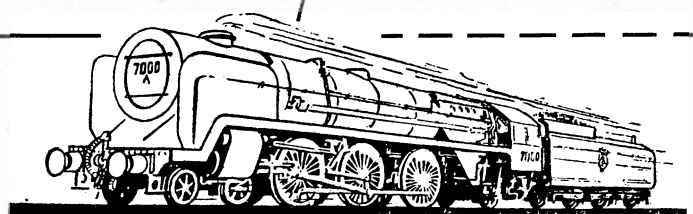

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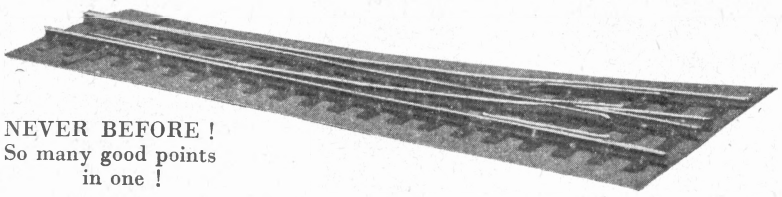
THE NEW PECOWAY POINT

SUPER



NEVER BEFORE !
So many good points
in one !

TYPE A

OO Gauge, Two-Rail
to B.R.M.S.B. standards

PRICE
14/4d.
plus 3/2 P.T.

Also available as standard
13/6 + 3/- P.T.

Send 1/6 NOW for Fully
Illustrated Catalogue

STUDY THIS UNIQUE SPECIFICATION

- Nickel Silver Scale Section Flat-Bottom Rail.
- Nickel Silver Rail Fixings and Baseplates on each sleeper.
- 21 Scale-sized sleepers correctly spaced.
- 3-ft. radius yet only 8½ in. long.
- Many other point formations can be made from the Standard point, including cross-overs.
- Point Blades correctly tapered.
- Point Blades rest on slide rail chairs.
- Pivoted Tie-Rods.
- Tie-Rods drilled at both ends for control wire.
- Die-cast frog for realism and smooth running.
- Frog electrically alive.
- Spring electrical contacts fitted; no additional wiring necessary.
- No materials to rust.
- Painted ready to lay, complete with ballast underlay.

FULLY GUARANTEED

Be Railwise Insist on PECO Track **The Scale** PermanentWay

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"O", "OO" & "TT" Gauge Railway Signals and other Lineside Accessories.
Comprehensive Range.

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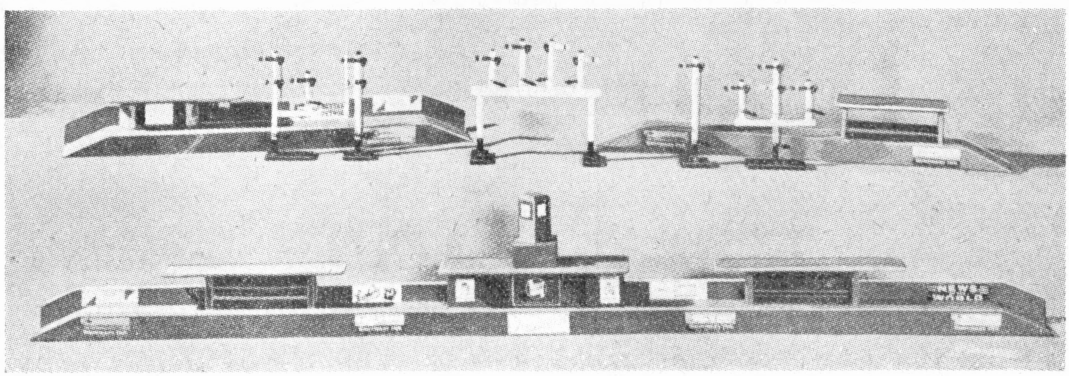

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ALWAYS ASK FOR THEM BY NAME

CHERRY'S (Northern) Ltd.

10, Norham Road,
WHITLEY BAY, Northumberland
Tel.: WHITLEY BAY 21226

Lionel Gauge "O" 6-8-6 locomotives with smoke apparatus and two-tone whistling tenders. Each **£15 15s. 0d.** Lionel transformers, equipment, track, accessories.

Send for our list—FREE on receipt of **2½d.** stamp.

Rokal TT gauge material always available.

Rivarossi "OO" gauge locomotives, rolling stock, track and pointwork.

We have a comprehensive range of everything for model railways in all gauges.

Send us that tired motor magnet for powerful re-magnetising. The difference will amaze you !

Generous part exchange terms. Expert repair service.

CHERRY'S (Surrey) Ltd.

62, Sheen Road,
RICHMOND, Surrey
Tel.: RIChmond 2454.

Gauge "O" super detailed fine scale 2-rail G.W.R. 4-6-0 "North Star" engine and tender, **£75.** Full details provided on application.

Quantity of Gauge "O" fine scale 2-rail super detailed goods rolling stock. (Some from the collection of the late Major Sparkes).

Selection of 7 mm. scale detailed G.W.R. electrically lit signals.

Large stocks for Gauge "O" and "OO" scale locomotives—track—equipment and components. Send for our lists of locomotives in these gauges. Each list FREE on receipt of **2½d.** stamp.

HORNBY — TRIX — DUBLO — MARKLIN
A tremendous range of the above products always in stock.

Brass motor frames tapped screwed and drilled for axles—0-4-0 **3/6,** 0-6-0 **4/9.** Post **3d.** "OO" gauge only.

Agents for **EXLEY, ERG, PECO, ROMFORD, LMC, etc.**

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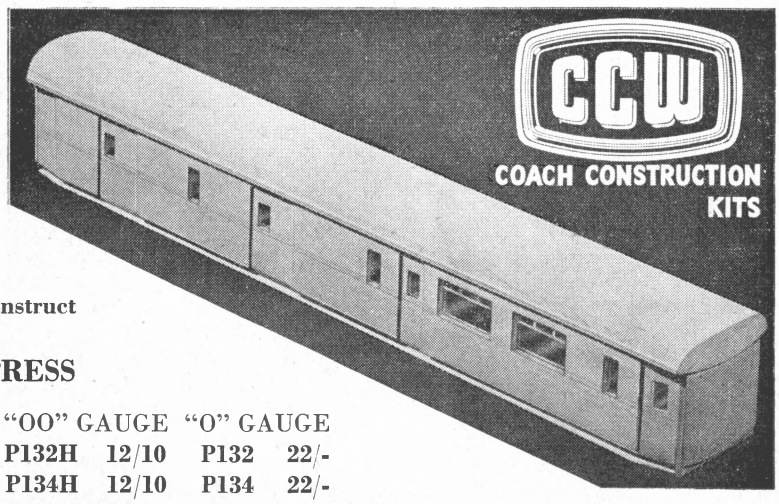
CORNICHE or CORNISH ?

We all know that the Corniche Road is on the French Riviera, but we have our own Cornish Riviera with its famous train.



CCW now offers kits for you to construct your own
CORNISH RIVIERA EXPRESS

	"OO" GAUGE		"O" GAUGE	
60 ft. 3rd. Corridor Brake ..	**P132H**	**12/10**	**P132**	**22/-**
60 ft. 1st-3rd Corridor Compo. ..	**P134H**	**12/10**	**P134**	**22/-**
60 ft. 3rd. Vestibule Diner ..	**P135H**	**12/10**	**P135**	**22/-**
60 ft. 1st Restaurant-Kitchen ..	**P136H**	**12/10**	**P136**	**22/-**

These prices include Purchase Tax

Trade enquiries to ERG (Bournemouth) Ltd. or to CCW Productions.

Write for complete "BLUE" CATALOGUE (MR) listing 58 kits in "00" and other accessories for the Model Carriage Engineer. Send 7½d. in stamps. Overseas—free.

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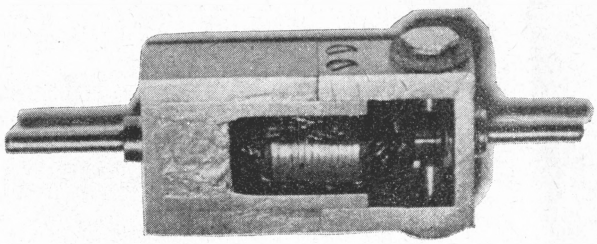

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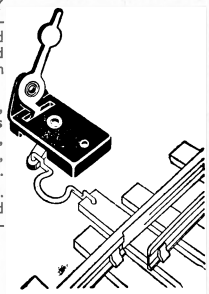

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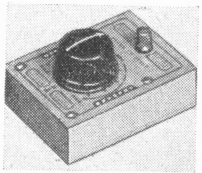

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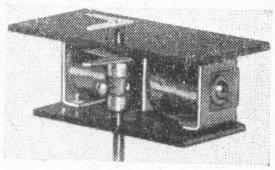

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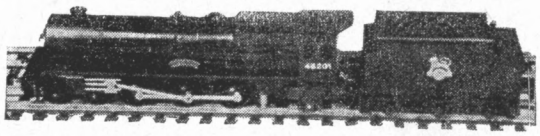

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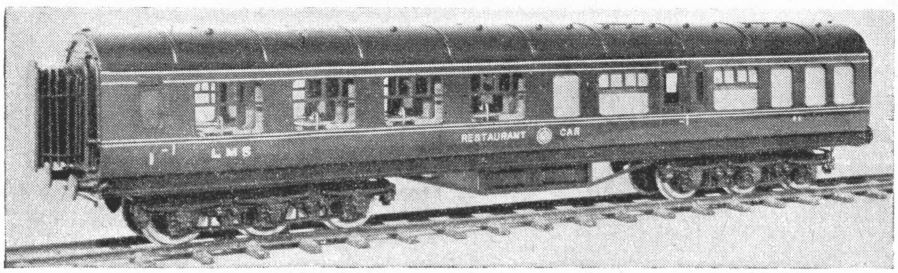

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The MODEL RAILWAY NEWS

Vol. 28 No. 336 December, 1952

Editorial Offices :
23, Great Queen Street, London, W.C.2.

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Notes of the Month

WE think it is worth pointing out that for the second time this year, and for the second time *ever*, we are able to present a 44-page issue of THE MODEL RAILWAY NEWS. The previous bumper "M.R.N." was the October issue, current during the recent *Model Engineer* Exhibition.

Whenever conditions permit we shall have the pleasure of providing each reader with more and more value for his shilling, not only in the number of pages but also in the quality and topicality of the editorial content.

Finally, as the Festive Season approaches, we wish to extend Christmas Greetings and good wishes to all followers of the model railway hobby.

Alex Jackson

We were deeply sorry to learn of the death, on October 25th, of Alex Jackson, one of the best-known members of the Manchester Model Railway Society. He was personally known to us, and we have always regarded his work as being among the best that has ever come to our notice. For many years, he suffered poor health ; but in spite of this, he was a most enthusiastic model railway man, expert in most branches of the hobby.

At first, now many years ago, Alex worked in Gauge "1" to ⅜-in. scale, and had an outdoor layout on which "true scale" was the order of the day for everything ; locomotives, rolling stock, signals and track all looked right. His final effort in this size was the well-known Midland Compound 4-4-0 locomotive, truly a masterpiece in scale modelling and for which he built his own motor.

In recent years, Alex forsook ⅜-in. scale and took to 4-mm. scale and "EM" gauge. Here again, the results were faithfully accurate ; the little L.N.W.R. Webb "Coal Tank" engine, which was described and illustrated by Alex himself in the "M.R.N." for June, 1950, we thought, at that time, to be the finest thing we had ever seen in that size.

With his fellow-members of the M.M.R.S., we share the sorrow at the loss of a modest and thorough worker whose work, however, will remain to delight and inspire all who take our hobby seriously. Two personal tributes follow :—

Mr. G. H. Platt, formerly Chairman of the Manchester Model Railway Society, writes :

"By the death of Alex Jackson, the Manchester Model Railway Society has lost one of its most gifted members. Despite his poor health he was an active member as well as an expert craftsman. Locomotive motors and power transmission were his special study and the performance of his "EM"-gauge equipment has to be seen to be believed. His workshop was a meeting-place for modellers from all over. Alex will be greatly missed, not only by M.M.R.S. members, but by all who knew him."

Mr. M. N. Shaw, Chairman of the Model Railway Club writes :

"The Model Railway Club also wishes to pay its tribute to a very fine exponent of the art of building model railways. He applied his extensive technical knowledge with outstanding success in the field of realistic operation. He also had the touch of an artist in producing realism of appearance. He was always prepared to explain and discuss his ideas and is indeed a sad loss to the hobby."

Be Careful !

We notice a tendency for errors to creep into the painting and finishing of model locomotives. They are obviously due to little uncertainties arising out of the transition stage immediately following the nationalisation of our railways. We will quote two examples of the sort of thing we mean.

First, we know of a fine 7-mm. scale model of a Southern Region Class "W" 2-6-4 tank engine which is painted unlined black (correct !), has the legend "British Railways" in plain block letters on the side tanks and the number 31921 on the bunker. This model was, we know, built in 1949, and was in fact the subject of the cover picture of our issue for February, 1950. We have seen the prototype engine frequently during the past two or three years and, at the moment of writing (September, 1952), she is still carrying the legend "Southern" in the old Southern Railway style on the side-tanks, and the number on the bunker is also in the old S.R. standard transfer numerals. This means that this engine never was, and now never will be, lettered in the style depicted in the model. Her present general appearance suggests that a visit to the shops cannot be much longer deferred. After that, she is certain to come back into service

with the number in B.R. style on the bunker, and the lion-and-wheel emblem on the side-tanks.

The second instance we would mention has already been referred to in our "Talking Shop" pages. It is a 7-mm. scale model of the Western Region engine No. 7013, *Bristol Castle*, and has the old G.W.R. "G-crest-W" decoration on the tender. To try to explain this by saying that the model represents old 4082 renamed *Bristol Castle*, does not eliminate the error, because this engine had been repainted in the B.R. style some two years or more before the renaming took place. The engine which was built as No. 7013, *Bristol Castle*, was never a G.W.R. engine, and her tender, at first was left blank, though later it acquired the B.R. emblem.

Hull Miniature Railway Society

We have been favoured with a copy of the 1952-3 Winter Programme of the Hull Miniature Railway Society. The Programme, which consists of a printed folder and folds up to a size suitable for the waistcoat pocket, announces a fixture for every Thursday except December 25th. Talks, lectures, demonstrations and at least one Track Night per month make up most of the items.

What particularly strikes us, however, is that no fewer than 31 dates are given, showing considerable enterprise on the part of the executive officers. In addition, the members must be a most enthusiastic lot. On the outside of the folder we find particulars of where meetings are held, subscription rates, the society's rules and a list of the officers.

The Hull Miniature Railway Society exists to foster the construction and operation of miniature railways in "O," "OO" and related gauges, and there can be little doubt that its activities are planned to ensure that the members do not lose interest in their hobby. The hon. secretary is Mr. R. Every, 10, Wells Street, Newington, Hull, Yorks. To him, his colleagues and the members we extend our good wishes for a happy and enjoyable Winter Season.

Railway Speed

We have received some comments on our description of the Reading S.M.E. railcar tour which was the subject of an editorial note in our September issue. Readers express surprise that a light little unit like a diesel railcar should have indulged in speed displays at only two points of the trip, and want to know if there were any particular reasons for this.

There certainly were ! To begin with, the car was an "extra" in the traffic schedule, and had to be run with as little inconvenience as possible, even though the day was Sunday. The start from Reading was made right on the heels of the down "Torbay Express," and we ran straight into a series of signal checks, culminating in a dead stop at Southcote Junction. From here to Newbury, one or two distant signals were not cleared until we were almost up to them ; so there was no point in our driver speeding up the car only to run into adverse signals from the train ahead.

Up the Lambourn Valley, there is no opportunity for speeding, no matter what the motive power is, due to the very heavy gradients and the interminable curves. Much the same thing applies to the Newbury to Didcot line, and from Didcot to Oxford we were again close behind a regular train.

After reversing at Oxford and running on to the Thame branch at Kennington Junction, there was nothing ahead ; this was the first opportunity for showing the car's paces, and a maximum of 68 m.p.h. was registered on the speedometer before the stop at Thame. No further opportunity occurred until the final lap from Maidenhead to Reading. Once more, there was nothing ahead, but there was a regular train due a few minutes behind the car. The driver of the latter evidently determined to gain as much headway as possible, so as to be able to reach Reading, detrain the party and get the car out of the way without delaying the train behind ; so he "let drive," and sustained a steady 70 m.p.h. for a distance of about 8 miles. This paragraph may help some readers to understand why trains sometimes seem to dawdle unexpectedly !

The Manchester Model Railway Exhibition

The annual exhibition of the Manchester Model Railway Society will be staged at The Corn Exchange, Hanging Ditch, Corporation Street, Manchester on Friday, Saturday and Sunday, December 19th, 20th and 21st, 1952. It will be open from 12 noon till 9 p.m. on Friday, from 10 a.m. till 9 p.m. on Saturday and from 10 a.m. till 7 p.m. on Sunday.

The Model Railway Club and a number of other clubs and societies are sending representative groups of exhibits and there will be some keen competition for the M.M.R.S. trophies and awards.

Enquiries should be sent to the Exhibition Manager: B. L. YOUNG, 15, Queens Drive, Heaton Mersey, Stockport, Cheshire. Phone: HEAton Moor 1053.

Model Railways at the Cardiff Exhibition

The 1952 Welsh Ideal Homes Exhibition opened at Cardiff on November 15th and included a fine Model Railway Section organised by the Cardiff Model Railway Guild and the Barry Miniature Railway Club who together provided a comprehensive display of static models and working layouts. A fuller report of the model railway section will appear in due course.

Our Cover Picture

At this year's *Model Engineer* Exhibition the Model Railway Club stand included a fine scale "O" gauge working layout based on London, South Western Railway practice. This shot portrays, a "Jubilee" 0-4-2 engine on a stopping train rounding the bend into the station. Most of the rolling stock was on loan from Mr. F. W. Bush and Mr. F. G. Roomes, and the layout itself and scenic details were provided jointly by a band of club members who worked many late nights in order to produce the satisfying result shown on our cover.

RAILWAY TOPICS

Chimneys for "Kings" and "Counties"

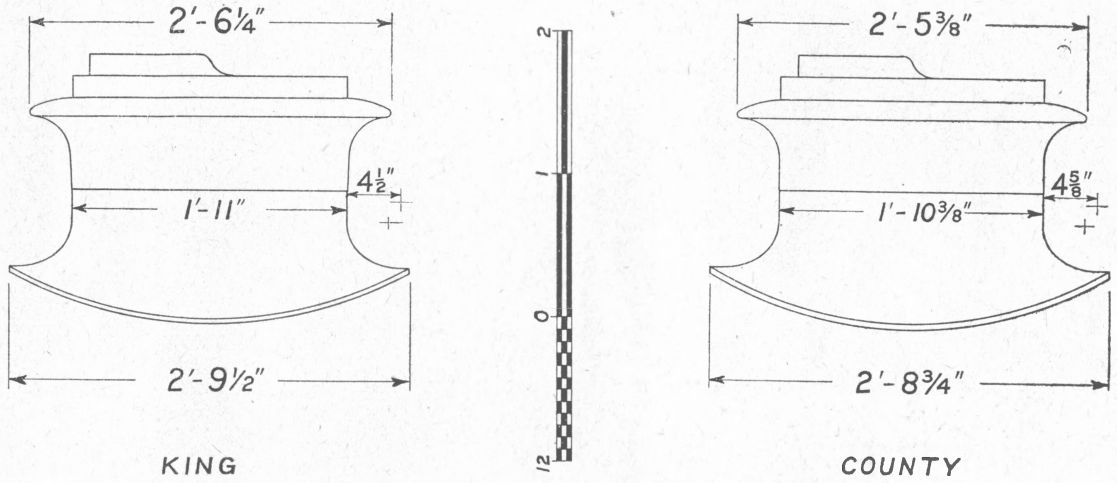
by J. N. Maskelyne, A.I.Loco.E.

I HAVE noticed that there seems to be a tendency for model locomotive enthusiasts to assume that the W.R. " Counties " have the same size of chimney as that on the " Kings." This is another of those curious little errors which model railway people are apt to make from time to time, but I am at a loss to explain where this particular one came from. We have only to compare photographs of both classes of engine to see that the chimneys are not alike; the " Counties " have a shortened version of the " Castle " chimney, whereas the " Kings " have a special design of chimney which is all their own. To clinch the matter, I reproduce herewith a side elevation of each, dimensioned to show where the differences are; the drawings are both to the same scale. I hope that after this I shall not be seeing any model " Counties " with " King " chimneys, or vice versa !

I have constantly stressed the point that the chimney is the most distinctive feature of a locomotive, and the slightest deviation from the prototype shows up immediately. The drawings reproduced herewith show that the differences between the " King " and " County " chimneys are very subtle; but they *are* differences and are really important in a good model. The point is that the different diameters, slight though they are, make all the difference between right and wrong, in that the proportions of the various features of the chimneys are not alike.

I have not shown all the many detailed dimensions that would give all the information necessary to enable a model to be made; all that information can be found on Swindon drawing No. 93109, which is the only instance known to me of an official drawing being made specially for model makers. It was made in 1930 and gives full details of all G.W.R. chimneys. I wish that other railways could have done something of the same sort, as it is a great boon to model makers to have such information readily available.

So far as the " King " and " County " chimneys are concerned, I would add that all the missing dimensions are the same in both; my drawings were made simply to show the *differences* and because the " County " chimney is not included on the Swindon drawing, which was made about fifteen years before the " Counties " were designed. The " County " class that *is* referred to on the Swindon drawing is the old " 38XX " 4-4-0 type.



And while on the subject of chimneys. I am reminded of the Western Region's 0-6-0 pannier tanks of the " 84XX " and " 94XX " batches; the first ten of these, 9400 to 9409, were built at Swindon and carry the standard copper-capped chimney as turned out by that factory, and it is interesting and not a little amusing to compare it with the chimneys carried by the large numbers of these engines built by outside firms. I could hardly believe that two such different versions of the same thing were possible ! But there they are for everybody to see.

G. & R. WRENN

We regret that, owing to a printers' error, the address and trade mark of our advertiser G. & R. Wrenn, of Blackheath, London, S.E.3, was omitted from their quarter-page advertisement on page x of the November " M.R.N." We trust that this omission has not caused any great inconvenience to our advertiser or our readers.

"THE MODEL ENGINEER" EXHIBITION

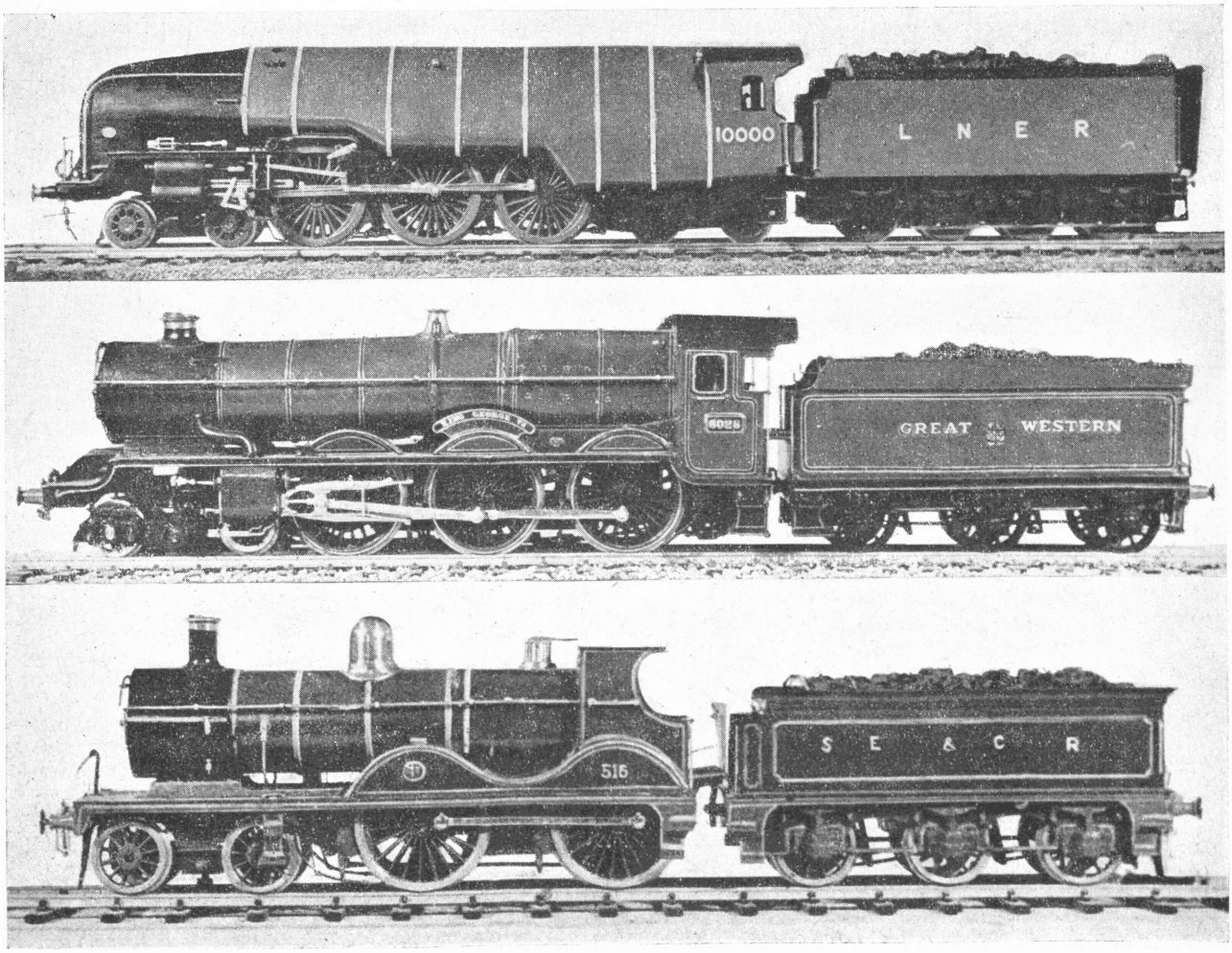
Some comments upon the Model Railway exhibits in the smaller scales

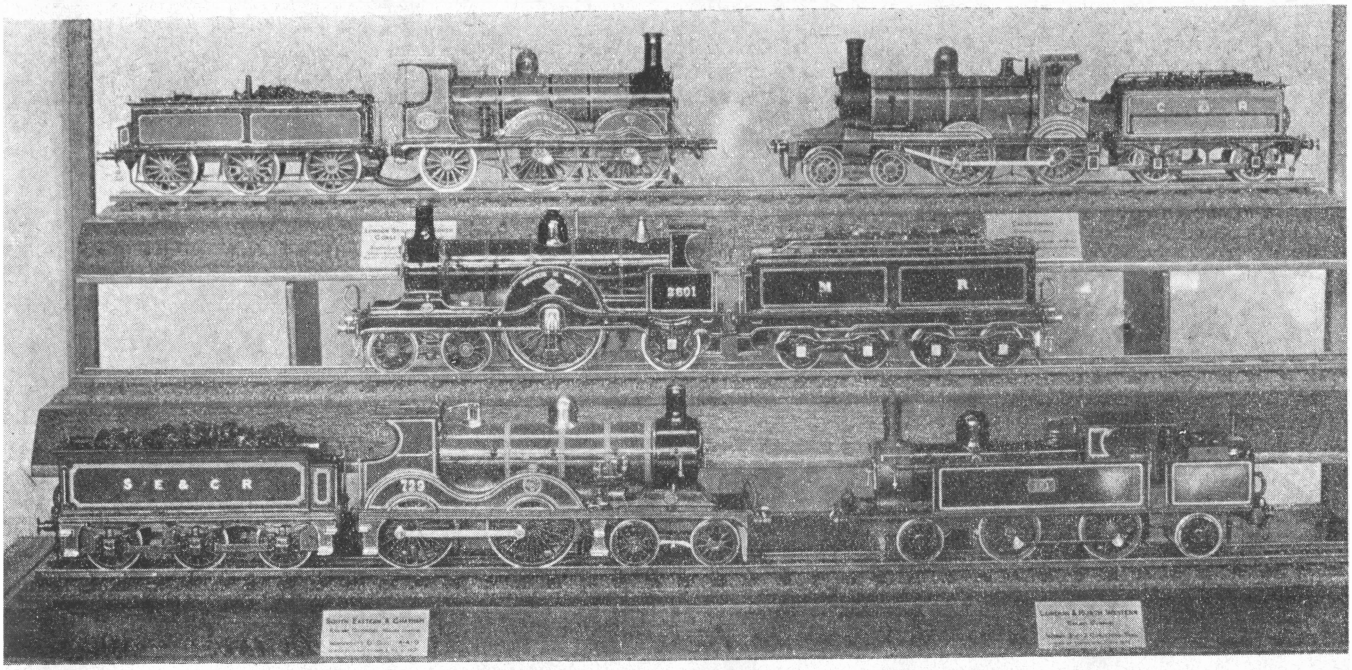
THE small-scale model railway exhibits at this year's *Model Engineer* Exhibition were not very numerous, there being twenty-four of them equally divided between Class B, for locomotives, and Class C for rolling stock and accessories; their quality was well up to, if it did not actually exceed, the expected standard, and was also about equally divided between the two classes.

Top score among the locomotives was reached by Mr. R. J. B. King, of Strood, with his EM-gauge Midland Single, *Princess of Wales*. Mr. King is rapidly making a name for himself with his beautiful 4-mm. scale old-time locomotives, wonderfully finished in their pregrouping liveries, and his latest, this Midland singlewheeler, is superb. With its score of 95 per cent., it came very near to gaining full marks, and it would be interesting to know how many people who saw it could say what prevented its scoring a bull ! It was awarded a Bronze Medal and the " M.R.N." First Prize.

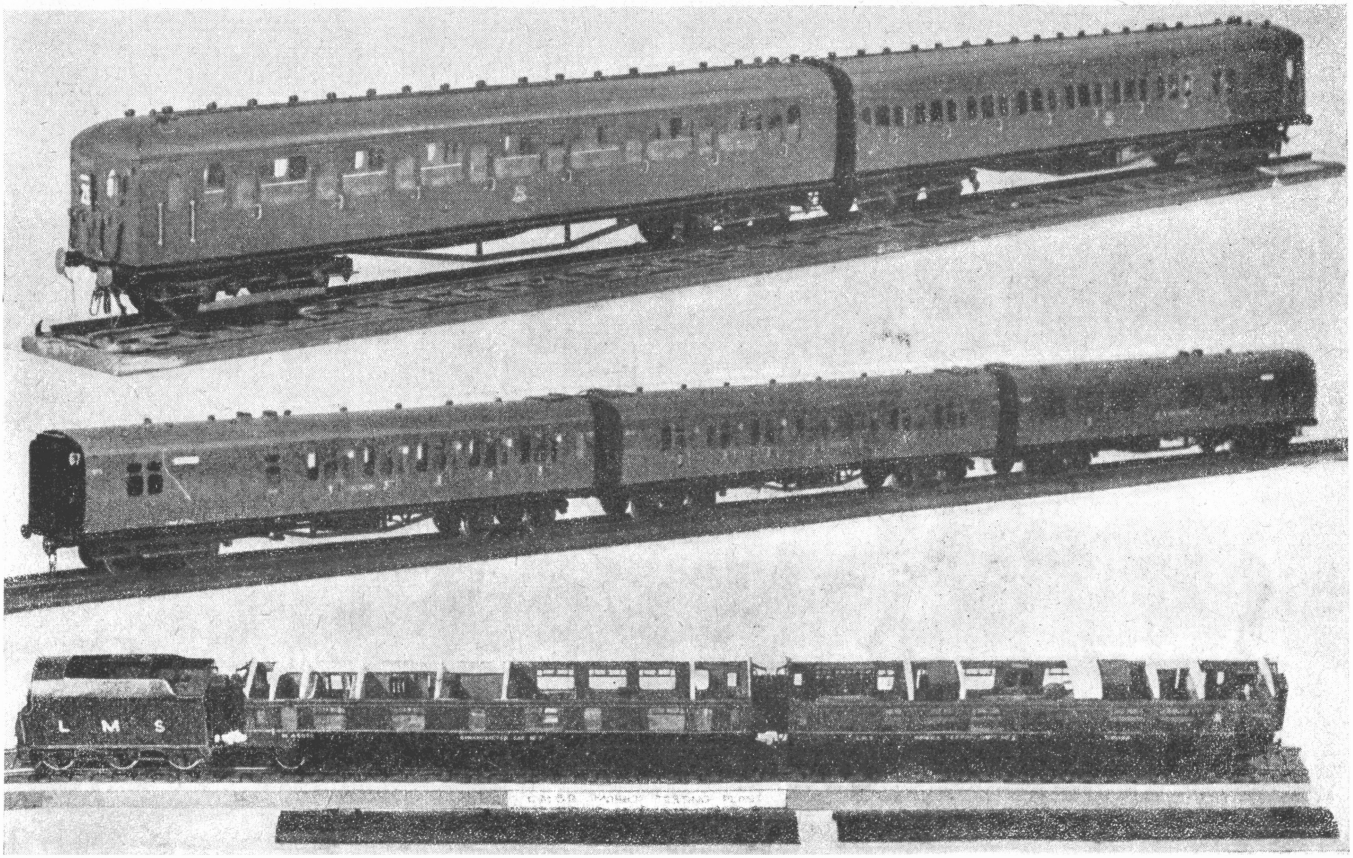
Next to this came three nice little jobs, each of which gained a V.H.C. Diploma. First among these was a 4-mm. scale G.W.R. *King George VI*, by Mr. A. L. P. Green, of Malvern; it is a very true-to-life copy of a very difficult prototype, but did not quite succeed in capturing the distinctive " mighty majesty " effect. Its handrails are just a trifle on the heavy side, and the general finish leaves a little to be desired. On the other hand, the proportions of the details were excellent, and that most important feature, the chimney, was very good. Its score was 88 per cent., and it was also

Top : *No.* 10000, *by Mr. J. N. P. Rowe. Centre* : " *King George VI*," *by Mr. A. L. P. Green. Bottom* : *S.E. & C.R. Class* " *E*," *by Mr. J. L. Hoskins.*





Above : Mr. R. J. B. King's collection of pre-grouping locomotive models. Below : Top : Mr. L. Bramma Smith's S.R. 2HAL unit. Centre : Mr. D. A. Williams's three-car set of S.R. steam stock. Bottom : Mr. R. Goodyear's ex-L.M.S.R. locomotive test train



awarded the " M.R.N." Third Prize.

Another G.W.R. locomotive, this one a " 58XX " 0-4-2 tank engine in 4-mm. scale, but for 16.5 mm. gauge, came next, with a score of 86 per cent. It is the work of Mr. D. A. Dixon, of Tipton, who has made a lovely little job of it. The finish was much superior to that achieved by Mr. Green, but obviously there was not so much work in the model. Again, the handrails are too big in diameter, but otherwise, after allowing for the 16.5-mm. gauge, the accuracy of all the details was most satisfactory.

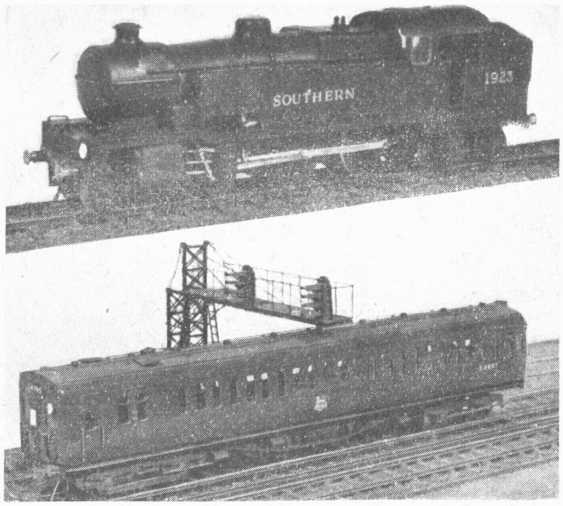
Then came a 4-mm. scale, 16.5-mm. gauge model of the famous, but unhappy L.N.E.R. 4-6-4 high-pressure compound locomotive, No. 10000, by Mr. J. N. P. Rowe, of Welwyn. The model represents the engine in its original condition but painted in the L.N.E.R. green livery. The cleading bands, however, are painted white, which is a mistake; they should be black, with a white line on each edge. In other respects this model was good enough to make its score 85 per cent. How close these first three were !

Three H.C. Diplomas were awarded in this class; they went to:—

First, a $\frac{3}{16}$-in. scale, $\frac{7}{8}$-in. gauge G.W.R. 4-4-0 of the old " County " class, a truly " highly commendable " little job that would probably have scored more than 80 per cent. if it had been painted. It does not seem to be exactly square in all directions, and its cab does not appear to be quite right, in that the cutaway is slightly exaggerated and the arm-rest is a little too low.

The 16.5 mm. gauge S.R. Class W 2-6-4 tank locomotive by Mr. D. S. Mitchell, of Coulsdon, also scored 80 per cent. It has captured the character and general " atmosphere " of its prototype very well, and it is lettered and numbered in the older S.R. style; the general finish, too, is satisfactory, and the few handrails are not too big. The coupling-rods and valve-gear could be better, however, and the effect which this model gives would be vastly improved on " EM " gauge; but then it would not run on the owner's layout !

The last model to notice in Class B was an EM-gauge S.E. & C.R. Wainwright " E " class 4-4-0 locomotive in its original condition, by Mr. J. L. Hoskins, of Par. This is a nice little piece of work, but it does not reach the high standard set by the same gentleman's " H " class 0-4-4 tank engine of last year. It looks too short, somehow; the cab is too high, and the cutaway is not quite the right shape, while there is something radically wrong with the frames of the tender. However, the general workmanship is extremely good, though some practice in painting is desirable (Mr. R. J. B. King has proved that it *is* possible in 4-mm. scale, though we would not care to attempt it !). The score in this case was 77 per cent.

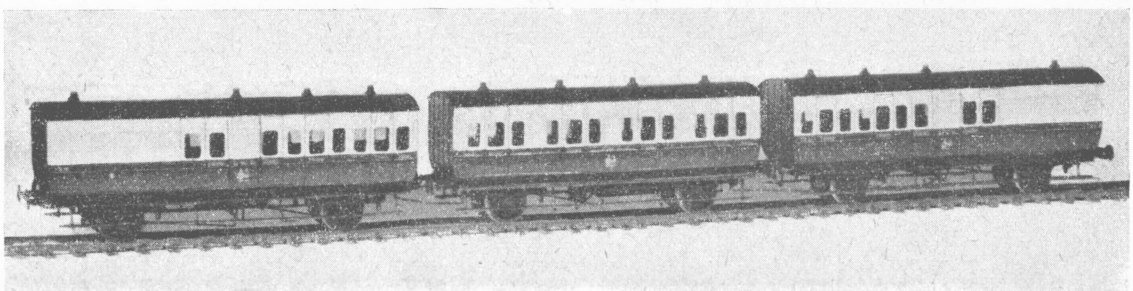


Top : Mr. D. S. Mitchell's S.R. Class " W " tank
Bottom : Mr. T. G. Baker's Southern electric motor coach and signals

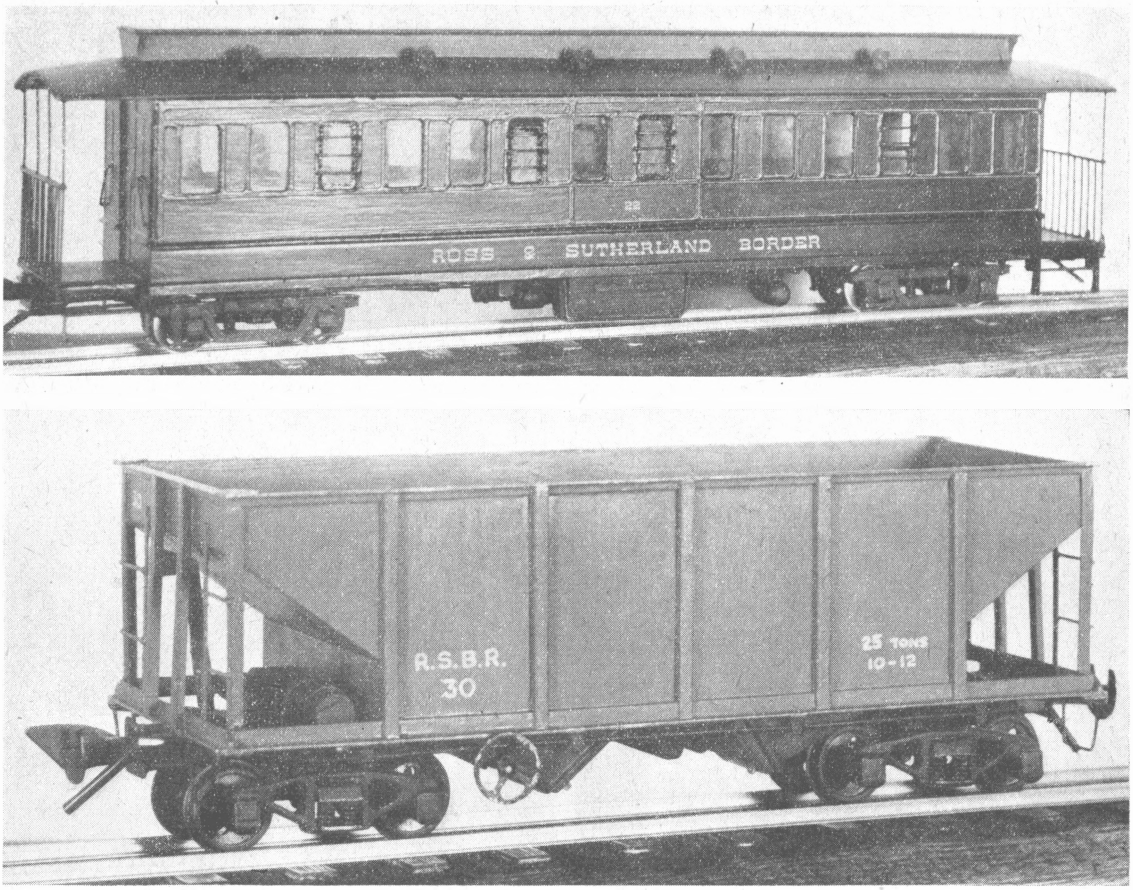
There was some very good work in Class C; six Diplomas were awarded, three of them V.H.C. and three H.C. Top of them all came two beautiful examples of 7-mm. scale free-lance narrow-gauge rolling stock, one a hopper wagon and the other a passenger coach, by Mr. A. J. Powell, of Burton-on-Trent. Clean, neat, all-square work was clearly apparent in both, and the painting was first-class. Their score was 90 per cent. and the award was the " M.R.N." Second Prize in addition to the V.H.C. Diploma.

The 4-mm. scale ex-L.M.S. locomotive testing, or mobile testing unit, as it is known officially, made by Mr. R. Goodyear, of North London, was a most interesting exhibit. All the principal visible details, inside and outside, are included, though they do not work, of course. The painting was excellent, and the model, scoring 87 per cent., well merited the award of a V.H.C. Diploma.

The third V.H.C. went to Mr. D. A. Williams,



Mr. D. S. E. Perrett's G.W.R. suburban coaches



Two freelance narrow-gauge models by Mr. A. J. Powell

of Beckenham, for his 18-mm. gauge S.R. 3-car steam stock set. A set of jigs for cutting out the coach sides, together with a finished cut-out side, added to the instructional interest of this exhibit. Good, clean work and a commendable appreciation of detail were apparent all over, and the score was 85 per cent.

The H.C. Diplomas went: First, to Mr. D. S. E. Perrett, of London, S.W., for a very delightful set of G.W.R. 4-wheeled coaches. Workmanship was good and clean, the painting and lettering were practically faultless. The amount of work involved in the construction, however, fell short of that in any of the previously-mentioned exhibits. The score was 80 per cent.

Secondly came a 7-mm. scale S.R. steel electric motor-coach, standing on a length of track below a well-made model of the Wimbledon Up Home colour-light signals. There was, consequently, an unusual touch of originality about this model, enhanced by a very realistic rust-coloured dustiness about the underframes and running-gear. Mr. T. G. Baker, of London, S.E., was the builder of this exhibit, and he succeeded in scoring 75 per cent. The precision of the general workmanship could be better and, no doubt, will improve with experience; as it is, we are inclined to prefer the signals to the coach.

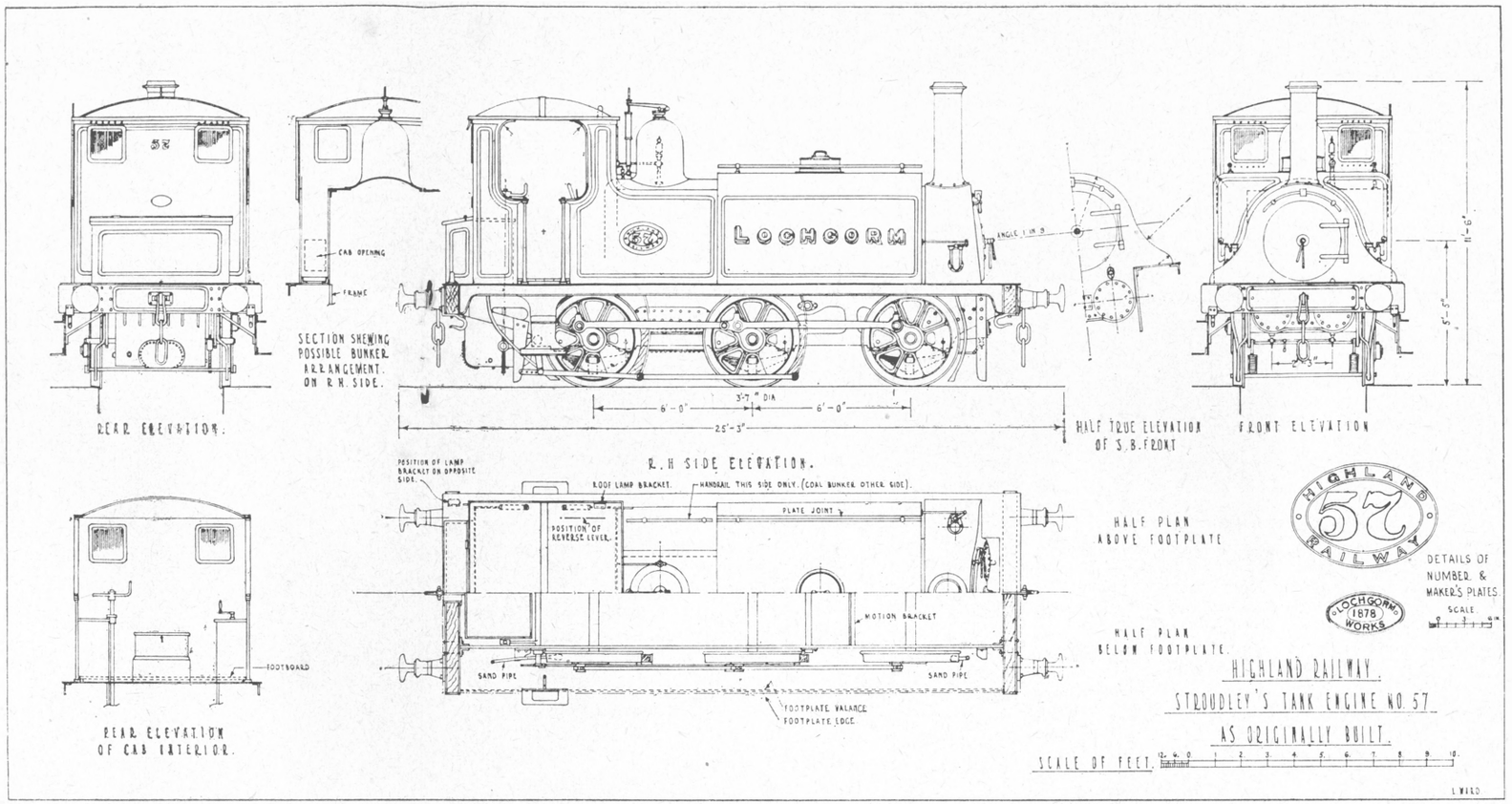
Thirdly, the 7-mm. scale S.R. 2HAL unit electric train by Mr. L. Bramma Smith, of London, S.E., was another nice piece of work in which the main characteristics of the prototype were well reproduced. The external finish of the coach sides, however, is too much on the dull side to be really convincing, though the shade of green is very good. The trussing of the underframes seems a trifle on the heavy side; possibly, not enough allowance was made for the thickness of the coat of paint, which is quite an important point, even in 7-mm. scale. 72 per cent. was the score.

Readers will note that the scores have all been given as percentages, which is in response to a suggestion that has often been made; apparently, it gives a more readily appreciated estimate of the judges' assessments of the excellence of the exhibits. Certainly, this method has the merit of putting all competitors on a common footing, whatever the system of marking.

LOCHGORM

A Highland Railway Tank Engine

by L. Ward



IN the description given in the January issue of THE MODEL RAILWAY NEWS, of the old Highland Railway, 2-4-0 passenger engine as it was converted by William Stroudley, I stated that during his regime only two types of locomotives were produced. It is now proposed to illustrate and describe the second one.

Within his first year of office, Stroudley brought out his design for an 0-6-0 tank engine, intended by him for use as a " one man " engine on harbour and canal branch working. Only one, No. 56, and named *Bulnain* was built by Stroudley, but a subsequent two, No. 57 *Lochgorm* and No. 16 *St. Martins*, were built by his successor, Mr. David Jones, in November, 1872 and October, 1874 respectively.

These engines are interesting historically on account of being generally considered as the prototype of Stroudley's well-known " Terriers " introduced by him on the old London, Brighton and South Coast Railway in October, 1872.

After quite a long, widespread and altogether fruitless search for old official drawings and data, the only thing that came my way was an L.M.S. diagram with a few dimensions on it. I decided to make up as complete a drawing as possible with this and supplement it by studying and scaling off all the photographs I could collect. The final result is shown in the drawing of *Lochgorm*, which depicts the engine as built in 1872 and is generally applicable to the other two about that time, I believe.

The only substantial alteration made externally to these engines was when Mr. Peter Drummond, who followed Mr. Jones, removed the rear tool box and fitted a coal bunker of larger capacity. The combined smokeboxes and sandboxes were taken away and ordinary sandboxes fitted. In later periods, changes occurred in copper chimney caps and dome tops. In 1916, No. 16 (then renumbered No. 56) had the water tank extended right back to the cab front—a boon to small-scale modellers for mech. fitting.

There are one or two points of detail to note. It is not known whether the left hand side sported a coal bunker as built; but if it did it would have made things awkward in the cab, as the reversing lever was on that side. However, all photographs I have seen show a handrail on that side and a heap of coal on the other, which makes me assume that the bunker was always on the right side, as I have drawn. After the rear bunker was fitted, the old one was covered at the top edge of the side sheet and a handrail fitted to match the other side, the two tops adjacent to the cab front being swept up to conform with the curve of the side sheet adjoining the cab.

The original wheels had eight spokes, of " T " section, which would not be easy to model, perhaps; but later, solid wheels were used, with the spokes appearing as if they were embossed. No. 56 may originally have had a large bell-mouthed copper top chimney and a lift-up smokebox door, following on the lines of the Allan types of engines then in use; but unfortunately, no photograph is known showing her in the original Stroudley style.

At this point, it may perhaps be as well to describe at some length the various liveries adopted on the Highland throughout the lives of the tanks as it may be possible that these locomotives received them. But there is some doubt as to whether Nos. 56 and 57 ever sported the distinctive Stroudley yellow, although Jones is said to have used it on the engines until 1875, when he adopted black, lined out in red and white, for goods engines. But before Stroudley, the locomotives were painted dark green with black borders and bands without any lining, and the numbers were painted on the buffer beams, and these two tanks may have received this painting style.

In 1885, a complete change was made and an olive green was adopted by Jones for all locomotives with the following style of lining; Brunswick green border and Stroudley lining; buffer beams were lake, edged with black from above the buffer centres and round the sides and the bottom edge with a thin yellow line on the inside. In the centre of the beam was a vermilion panel with a white border. Stroudley number plates were retained.

Then in 1896, Peter Drummond modified things by abolishing the red lining and using black boiler and panel bands edged in white. He changed the style again in 1903 by using a darker all-over green without any lining.

When Mr. Frederick Smith took over in 1912, a lighter shade of green was used without any lining. Number plates were not used, but numbers were painted in large gilt numbers high up on the cab sides. It is believed, however, that these tank engines never had their number plates removed.

Finally, in 1915, the then locomotive superintendent, Mr. Cummings, returned to Drummond's all-green livery with red buffer beams and restored oval number plates.

In L.M.S.R. days No. 57 retained its name and the last H.R. green style without lining to the end, but the other two received the black painting with large numerals on the tank sides.

Nos. 16, 56 and 57 became L.M.S. Nos. 16383 and 16118 and 16119 respectively, and were withdrawn in 1927, 1928 and 1932.

For those interested, photographs may be obtained from the following firms, which, I think, are essential as a supplement to my effort here, for anyone who wishes to make a really accurate model.

Locomotive Publishing Co., Neg. No. A.3123, A.4305, 1058, 5147, 5563.

Locomotive and General Railway Photos. Ltd., Neg. No. 7875, 10048.

I hope that this brief description may be of some interest to readers, and perhaps be a suggestion to those who are looking for a fairly simple prototype for their first model locomotive. If there are any who have further knowledge or photographs of these interesting engines I would be pleased to hear from them.

MORE DUBLO

by J. H. Ahern, F.R.P.S.

Many readers may wish to run Dublo stock on B.R.S.M.B. track. This article shows how to modify the wheels and the wagon chassis

THERE are probably many readers who wish to run " Dublo " rolling stock on B.R.M.S.B. track and I feel justified therefore in submitting some notes, dealing with the conversion of the 4-wheeled wagon chassis.

As supplied, the back-to-back spacing of the wheels is 14 mm. and to pass the check and wing rails of scale track this figure must be increased to 14.5 mm. Fortunately, this is very easy to arrange, *and without moving the wheels on their axles.* The flanges are very thick, in conformity with tin-plate standards, and there is ample metal to permit the removal of 0.25 mm. from the back of each wheel. If this is done the required 14.5 mm. back-to-back spacing is obtained, and the appearance of the wheels much improved. If a lathe is available the wheel should be gripped in the 3-jaw chuck by the projecting end of the axle, as in Fig. 1, and a light facing cut taken, preferably with a round nosed so-called " roughing " tool. Reverse the axle in chuck and take a similar cut from the other wheel. Measure the spacing with a slide gauge and take further cuts from both wheels, if necessary, until the required 14.5 mm. is obtained. It is better for any slight error to be on the plus rather than the minus side. After one or two pairs have been treated it will be found possible to " hit it off first time " by estimating the resultant thickness of the flange visually.

If a lathe is *not* available the same result can be obtained by fixing a hand-drill in the vice, as in Fig. 3, and using it as an improvised lathe. A file is worked across the back of the wheel while the handle of the drill is turned. Use a flat file with a safe-edge, and keep the safe-edge towards the axle. It will take a little longer, but the result should not be inferior to that obtained with a proper lathe. The treads also are unnecessarily coarse, for curves of normal radii. The wheel may be held by the flanges in the 3-jaw as in Fig. 2 (but do not apply more pressure than is necessary or the flanges may be distorted), and the treads reduced to conform with those of standard " OO " gauge wheels. Failing a lathe the hand-drill and file can be pressed into service again. The axle must be gripped in the chuck by the end opposite to the wheel which is being worked. The file should be used rather gently as the axle will probably tend to whip, if too much pressure is applied, and might even become distorted. The job should be finished with fine emery cloth.

The chassis is an alloy casting, and the printed

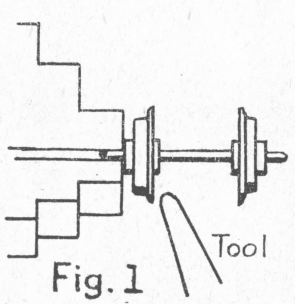


Fig. 1

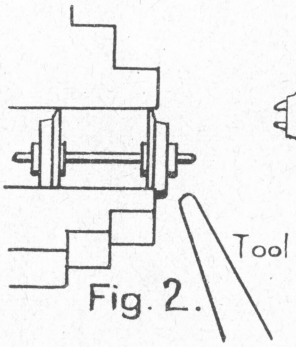


Fig. 2.

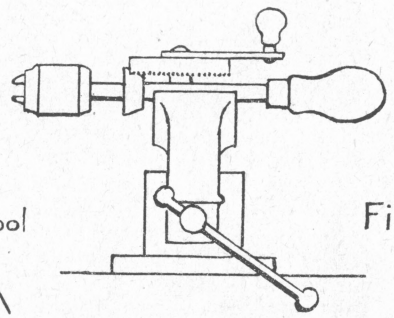


Fig. 3

Fig. 4.

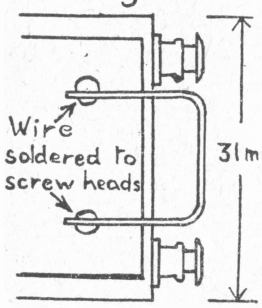
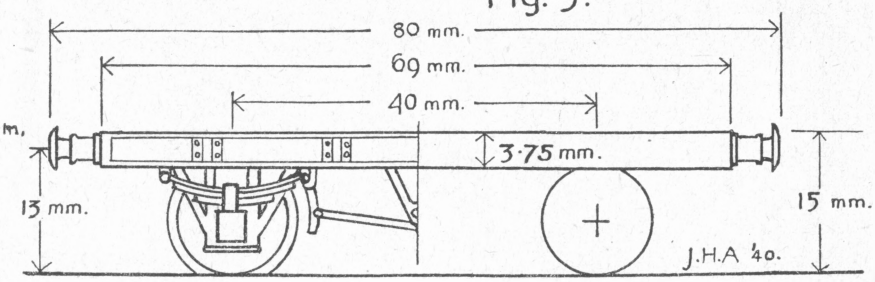


Fig. 5.

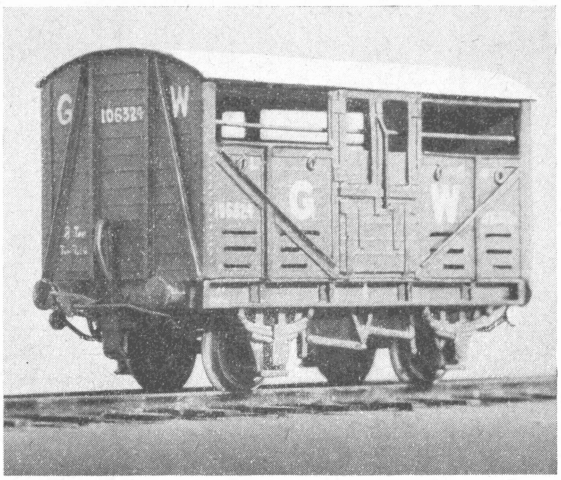


tin-plate body is attached to it by bent over clips, passed through slots in the conventional way. It is only necessary to prize up the clips to remove the body. The wheels can be removed for treatment and replaced with equal facility.

The reader will probably want to scrap the Dublo couplings and substitute some other type. If the standard " OO " gauge hook and bar arrangement is used there is a recessed boss in the centre of the underside of the chassis which can be drilled to provide a fixing for the hooks, but it is not possible to solder a bar across the buffer shanks as the alloy in which the chassis is cast will not take solder. The arrangement I have devised is shown in Fig. 4, and overcomes the difficulty in a most satisfactory manner. It is assumed that the reader has made a new body, either from a solid block or at least with a wood floor which is thick enough to take small screws. Four holes are drilled behind the headstocks, in the positions shown, for small round-headed brass screws, by which the new body is attached to the chassis. Coupling bars are bent up from stiff wire and soldered to the heads of the screws. It will be found advisable to put washers, or spacing pieces, under the screw heads to lower the bar sufficiently to clear the bottom edge of the headstock. It will facilitate soldering, and make for a stronger joint, if the slots in the screw heads are opened slightly with a very fine file, so that the ends of the wire can drop in. The bar should project about 5 mm. in front of the headstock; it should be " wangled " slightly with pliers to bring it to the correct height above rail-level.

The leading dimensions of the chassis are given in Fig. 5.

Lastly I show a G.W.R. " large " cattle van, " Mex B," on a Dublo chassis, built from the drawings by Major Sparks in THE MODEL RAILWAY NEWS, July, 1930. It is made of Bristol board



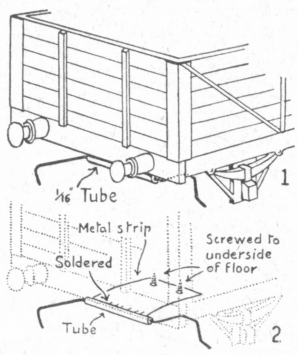
of various thicknesses, on a wood foundation. The G.W. pattern brake levers will be noted.

In this chassis the spaces enclosed by the underneath of the solebars and the brake rods and hangers, which ought to be open, are actually solid, to facilitate casting and to obtain maximum strength, the rod detail being in effect embossed. I am sure the rods and hangers would be quite strong enough if these " open spaces " were fretted or filed away. In the model shown this has not been done, but the whole chassis was painted dark grey and the spaces black. The effect is very satisfactory, but it is obvious that in modelling " fitted " vehicles there would not be much point in fitting vacuum cylinders as they could not be seen. The vacuum pipes are soldered under the chassis, to the same screw heads that carry the coupling bars.

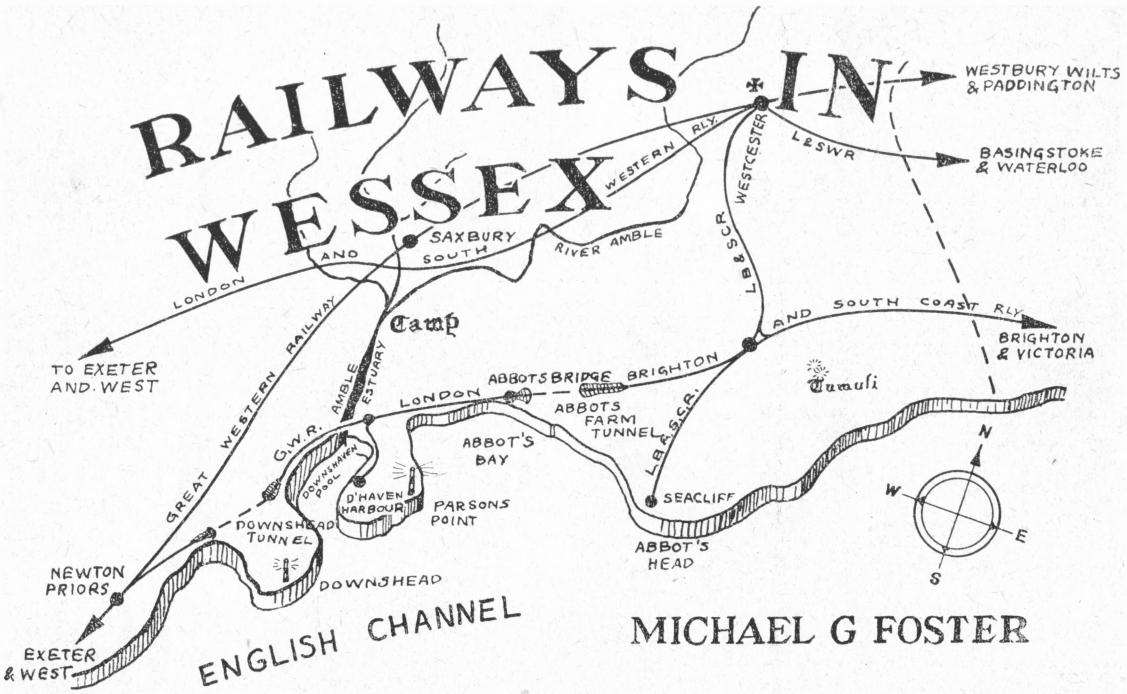
AUTO-COUPLING

by J. H. Ahern

MAY I suggest a slight variation on Mr. May's system of auto-uncoupling, described in the September, 1952, issue, which I rather think should be an improvement? It seems to me that some people would get rather tired of drilling holes through the shanks of buffers with a 68 drill, so suppose we solder a short piece of $\frac{1}{16}$-in. o.d. tube (call it Mercontrol tube if you like) to the underneath edge of the buffer beam, where it would be practically out of sight, and run the hook wire through it. By this expedient the couplings could be " mass produced " complete and applied to the vehicles as required afterwards. At most, a little bending of the wire might be necessary after fitting, to bring the hook to the correct height, and considerable handling of the vehicle would be avoided which is all to the good. I think that with a soldering bit of suitable shape—meaning slightly hooked—it would be possible to solder the tube to the buffer beam without damage to paintwork. If, however, the constructor wished to avoid applying a soldering iron to the vehicle, my second sketch suggests how this might be managed. A strip of thin sheet metal is soldered to the tube. It might extend back under the floor for, perhaps, $\frac{1}{2}$ in. Two small holes are drilled, or punched, in it for screws near the rear edge, and it is just secured to the floor from below with two $\frac{1}{4}$-in. wood-screws.



If the floor happened to be of metal then the strip could be soldered to it. There could be no possible objection to this, because the heat of the iron would be far away from any paintwork which mattered. Of course, in certain cases it might be convenient to secure the strip to the floor with two small bolts and nuts or rivets.



WESTCESTER, the county town of that pleasant but elusive county of "Wessex," has achieved some fame as a railway junction of importance.

Its exact location is untraceable on an ordnance survey map of the South West of England; yet nevertheless, like "Lyonesse" and other such delightful spots, there are maps to be had showing them if only one knows where to look. Such a map is reproduced above for the benefit of readers.

The county, as depicted in this map, is generally assumed to meet the borders of three well-known south western counties: Devon, Dorset and Hampshire. Just how and where the county boundaries match up has always been shrouded in mystery, and now that nationalisation has overtaken the railways of England, the secret is guarded even more jealously by the fortunate inhabitants of this pleasant place.

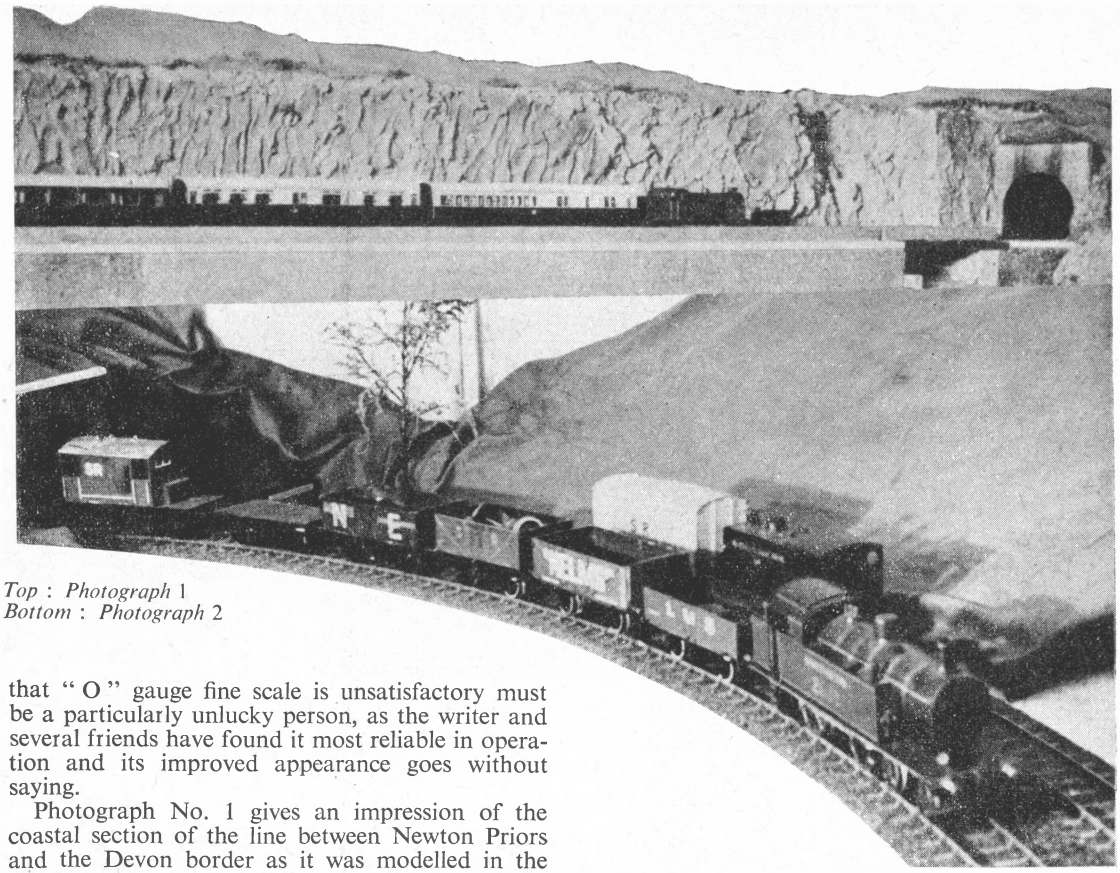
The surveyors of at least three of the pre-1923 railway companies must, however, have been familiar with the area, for we find lines within the county which were originally the property of the L.B. & S.C.R., the G.W.R. and the L. & S.W.R. Briefly, the railway history is that a line was constructed early in the nineteenth century under the title of the "Westcester, Abbotsbridge and Downshaven Railway Company" with the object of linking the port of Downshaven, the fishing village of Abbotsbridge and the market facilities of the county town. Hardly had the line been opened when the G.W.R. West of England relief line reached Westcester on its way through to Saxbury, Newton Priors and the South Devon coast.

After a few years it became obvious that a secondary route could be established by extending the W.A. & D.R. across the estuary of the river Amble and so making a connection with the G.W.R. at Newton Priors. Whilst negotiations were in progress, however, two important events occurred. The first was that the Atlantic Coast route of the L. & S.W.R. reached Westcester, and the second was the purchase by the L.B. & S.C.R. of the Westcester, Abbotsbridge and Downshaven Co. This purchase was followed almost at once by a physical connection between the two lines at a point subsequently known as Abbotsbridge Junction.

A joint committee dealing with the engineering interests of the three major companies recommended the construction of a new station at Downshaven to the north of the original harbour station, and the construction of a viaduct across the estuary, thus linking in with the G.W.R. at Newton Priors. This work was carried out, the Brighton Company providing the new station and the G.W.R. the viaduct, track and signalling, etc., to the west of it. Although sufficient land was acquired for the provision of double track it was not considered economic to augment the single line; yet this has not affected the use of the section by relief parts of several important G.W.R. and L. & S.W.R. trains. The arrangement is still in force and parts of such famous trains as the "Cornish Riviera Express" and the "Atlantic Coast Express" may be seen in the area.

The increased activity over all coastal lines during the 1914-1918 war brought about the establishment of a small locomotive depot at Abbotsbridge Junction and this is still in use as a repair and running shed by the G.W.R. and S.R., which companies operate the division on a joint basis.

From the purely model standpoint, the division has passed from tinplate track and "American Flyers" of the 1918 period, to semi-scale "O" gauge, via "OO" and back to "O" gauge, this time fine scale. Incidentally, anyone who states



Top : *Photograph* 1
Bottom : *Photograph* 2

that " O " gauge fine scale is unsatisfactory must be a particularly unlucky person, as the writer and several friends have found it most reliable in operation and its improved appearance goes without saying.

Photograph No. 1 gives an impression of the coastal section of the line between Newton Priors and the Devon border as it was modelled in the period when the division went " OO." This shows a mixed G.W.R. and S.R. train en route for Westcester where it would be split for the respective routes to London. It will be observed that the scenery in this part of the county is strongly reminiscent of the G.W.R. line along the south Devon coast between Starcross and Teignmouth.

The cliffs and tunnel shown were made of plaster of paris and stones blended together and then touched up with poster colours, dyed sawdust, moss, etc., to produce the desired effect. The results were quite convincing, but subsequently a far better, cleaner and easier method was evolved which has the added advantage of better durability, and which I hope to describe fully at a later date.

There is a remotely controlled rectifier substation on the electrified section of the line between Westcester and Brighton. The writer cannot recall having seen one of these buildings modelled before but feels that where Southern Electric practice is followed they add a convincing touch of realism. Owing to removals, this line was dismantled in the latter part of 1940 and after a short resurrection towards the end of the war it was finally disposed of in 1947.

At this time a return was made to the writer's " First Love "—7 mm. scale. Space was limited, and still is, but although only a short section of the single track coast route through Abbotsbridge could be modelled in the area available, the results have more than confirmed the decision to revert to the larger scale. Spare time being limited, progress has not been as rapid as could have been desired, but fruits are now being borne. The track is built from parts supplied by Rocket Precision Ltd., and the resultant permanent way is both very pleasing to look at and possesses excellent running qualities.

Photograph No. 2 shows a Southern I.3 class locomotive operating a local goods train between Westcester and Downshaven. The train has just emerged from the Abbots Farm Tunnel at the east and of Abbotsbridge station; in fact, the second track with the shunting locomotive on it is the head shunt of Abbotsbridge. It is only fair to admit that the scenic effects had by no means been completed when the photograph was taken. The " hills " are actually pieces of cloth laid over odd boxes, etc., to give some sort of background to the train. The purists may also observe that the wheels on some of the rolling stock had not been turned to fine standards when the picture was taken as they were on loan from a friend whose line had had to be temporarily closed down.

There is, however, a great deal of interest and experimental work concealed beneath that innocent looking locomotive and train, and it is hoped that later some of the results of this work may be passed on to other modellers.

GREAT WESTERN COACH DRAWINGS

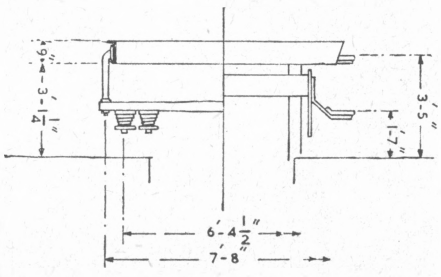
by J. E. D. Binney

No. 17. UNDERFRAME AND BOGIE FOR CLERESTORY COACHES

THE underframe illustrated is for a 56 ft. 0¾ in. long by 8 ft. 6¾ in. wide body, and gives a general indication of the design used for various lengths with either the 10 ft. or 8 ft. 6 in. bogies; but the longer bogie does not seem to have been employed under bodies less than 50 ft. 0¾ in. long, nor less than 8 ft. 6¾ in. wide. The underframe is slightly shorter than the base of the body, and the buffers originally fitted were 2 ft. long with elliptical heads, the overall length being then 59 ft. 5 in. About 1906 a shorter buffer only 1 ft. 10 in. long was adopted, and in the course of time replaced most of the old long buffers, the overall length being reduced to 59 ft. 1 in. About 1929 a round head was introduced, but clerestory vehicles do not seem to have been fitted with it to any extent.

The solebars were bulb angle 3½ in. by 9 in., with the flanges on the inside. The middle longitudinal consisted of two of these, with the flanges on the outside. The cross members were also angle, with the flanges towards the midpoint of the underframe. Those marked *A*, *B*, *C* and *H*, *J*, *K*, were apparently at the same distances for all lengths up to 55 ft. 5 in. as drawn; though with the 8 ft. 6 in. bogie the figures were 9 in. less than marked, the bogie centres being that distance nearer to the headstocks. The cross members *D* to *G* varied in distance according to the length of the underframe, and their importance to the modeller is that on their position depends the hanging of the gas cylinders (or accumulators). It is possible that some shorter lengths had only three such cross members, but detailed information is not available. The gas cylinders were 8 ft. 3 in. long by 1 ft. 4 in. diameter, and secured to the cross members both by circular straps and by the longitudinal straps shown on the plan. These latter straps were fastened to the flanges of the cross members, so that on the plan the cylinders appear to be asymmetrically placed with relation to the cross members.

The vacuum brake apparatus (not shown in detail, nor exactly to scale), was different from that adopted about 1906. In the modern apparatus the cylinder is fixed and the piston moves; but in the old Great Western design it was the cylinder which moved, the piston being rigidly attached to the underframe. Under the base of the cylinder was a bar rather longer than the diameter of the cylinder (which was about 2 ft.), and the ends of this bar engaged in curved links, one on each side. Each link formed one arm of an L-shaped lever, the other arm being rigidly attached to a shaft, suspended at the mid-point of the underframe by two V-hangers, which were about 1 ft. 6 in. wide at the top, and about 2 ft. deep. The purpose of the curved links was to convert the straight to and fro movement



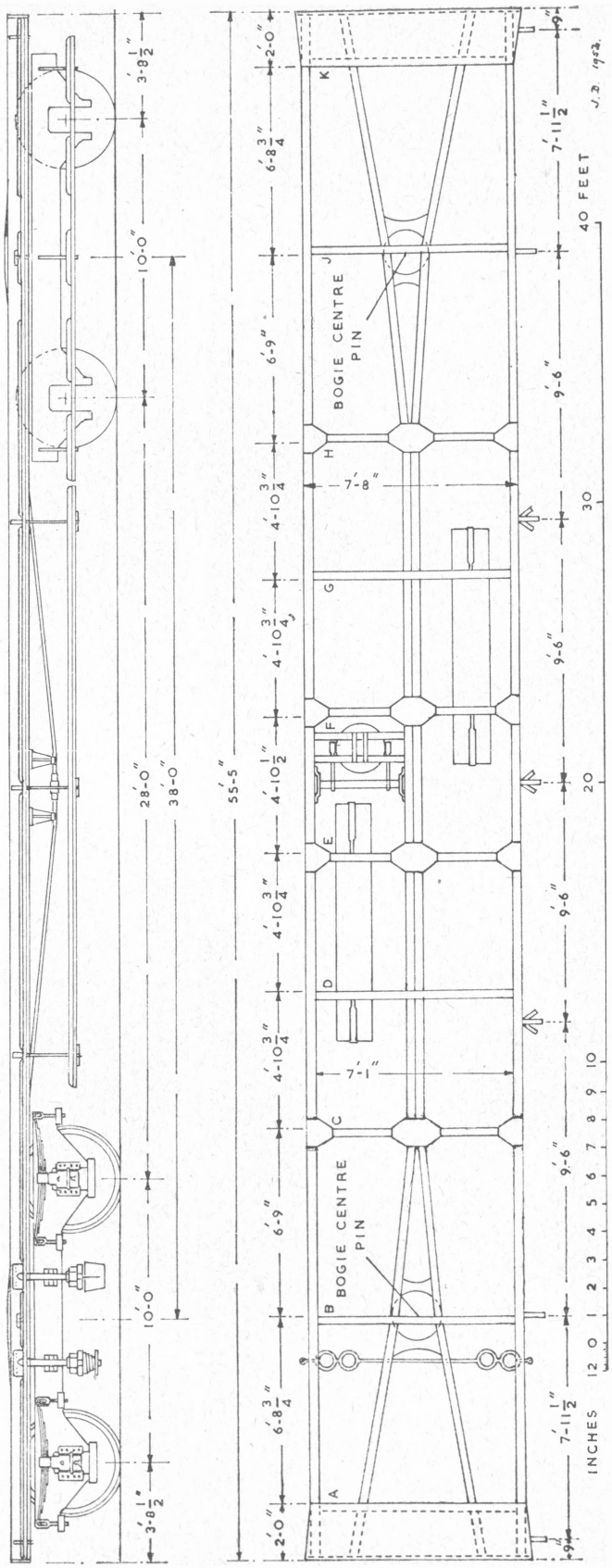
of the cylinder into a rotatory movement of the shaft, an effect produced in the modern apparatus by pivoting the cylinder. There was a third lever, with its centre point on the shaft, the lower end operating the brake rod to the left hand bogie, and the upper end that to the right. It was customary to mount corridor bodies on the underframe so that the brake cylinder was on the compartment side, but there were exceptions to this, and the 56 ft. brake third illustrated in the last article was one of them. Non-corridor brake thirds seem usually to have been mounted with the van over the left end of the underframe as drawn.

The trusses were circular rods with the queen posts at 2 ft. centres. The oblique portions rose clear of the underframes, and, after passing over the top of the cross members at the bogie centres, descended to anchorages which were sometimes on the solebars and sometimes against cross members *A* and *K*. To set the angle of the rods correctly in a model it should be remembered that with the 8 ft. 6 in. bogie the rods clear the underframes immediately before the bogie centre lines; but with the 10 ft. bogie they clear the underframe 9 in.,

or more, before reaching that point, so as to avoid fouling the longer frames of that bogie. The longer lengths, and perhaps all lengths of underframe with the 10 ft. bogie, had a third truss rod attached to the mid-longitudinal, but extending only as far as the bogie centres.

There was an upper step support 9 in. from the headstocks, and another at the bogie centre line, the remaining space being equally divided by the three supports which also carry a portion of the lower step. With short bodies, such as those 40 ft. $0\frac{3}{4}$ in. long, there are only two of these double-step supports. During the years before 1914 this middle section of lower step seems to have been removed in all, or almost all, cases, but the lower steps attached to the bogies (as drawn on the right hand bogie in the elevation), seem to have lasted into the nineteen-twenties. They were then either cut down, leaving a short length at the other end, or were entirely removed and replaced by a standard metal step. At the back of both steps was a raised guard set at an angle, this guard being cut away at various points to clear step supports, etc. On the bogie, the step itself was cut into so as to clear the axle boxes and " scroll irons."

Both 8 ft. 6 in. and 10 ft. bogies were very similar. The frames of each were 5 ft. $9\frac{3}{4}$ in. wide, the respective lengths being 13 ft. 2 in. and 14 ft. 8 in. ; and in either case the scroll irons were 3 ft. 1 in. apart. The centre pin floated in a casting which was allowed a small amount of lateral movement within guides on the bogie frame. The weight of the coach was not, as it were, balanced on the two centre pins, but was transmitted through the eight scroll irons attached to the outsides of the solebars, an arrangement giving considerable steadiness in running. The bases of each pair of scroll irons, one on either side of the underframe, were connected by a cross stay, of which the outline (suitable only for a 10 ft. bogie) is shown on the plan. It contained four circular pockets, beneath each of which was a volute spring. To the base of each spring was attached a suspension bolt, which passed upwards through the spring and through the pocket, and was provided with a broad head so shaped as to fit into a spherical cup in the bracket which was fixed to the bogie frame. The shaping of the head and cup enabled the bolt to move out of a vertical position in any direction, and the flexibility of the bogie depended upon the extent to which the volute springs allowed them so to move. With the 10 ft. bogie the eight suspension bolts were attached in equal numbers to inside and



outside of the bogie frames ; but with the 8 ft. 6 in. bogie there were only four bolts, all outside the bogie frames, and consequently the cross stays had only the two outer circular pockets. The elevation shows the left hand bogie in detail. Underneath one cross stay the spring is exposed ; under the other the arrangement is shown as it appeared to an onlooker, the springs being enclosed in a " bucket " lightly slung by a thin bar. These buckets, which were to protect the springs from grit, etc., were circular for the 8 ft. 6 in. bogie where there was only one spring to be enclosed ; but for the 10 ft. bogie were shaped like a miniature bath tub, both inner and outer springs sharing the same bucket. Bogie centres varied not only according to the length of body but also according to the wheelbase of the bogie. The fixed figure, for both bogies and all lengths of underframe up to and including 55 ft. 5 in., was the overhang from outer axle to headstocks, which was 3 ft. 8½ in. Underframes 57 ft. 5 in. long (for bodies 58 ft. 0¾ in.) had, however, bogie centres the same distance apart as the 55 ft. 5 in. underframes, and the overhang in this case was therefore 4 ft. 8½ in.

These bogies are usually referred to as " Dean " bogies, and, as the officer in charge at Swindon, William Dean must have been nominally responsible. But it is worth pointing out that both 8 ft. 6 in. and 10 ft. bogies, and (apparently) the older 6 ft. 4 in. bogie, were introduced during the period 1885-1896 when G. J. Churchward was manager of the Carriage and Wagon Works, so that they may possibly represent his originality.

Making 4 mm. Scale Metal Fencing

by H. A. King

AS the English railways are bound by law to enclose their tracks with some sort of fencing, all model railway owners will, from time to time, have the job of providing this feature on their layouts. The fencing I use can be made up quite simply using the jig about to be described.

The fence itself consists of 16-gauge steel wire for the vertical supporting posts and 20-gauge for the horizontal bars. This type of wire is readily obtainable in 3 ft. lengths from most of the model shops and in my case, I found that the total cost of a 3 ft. length of fence worked out at about 6d.

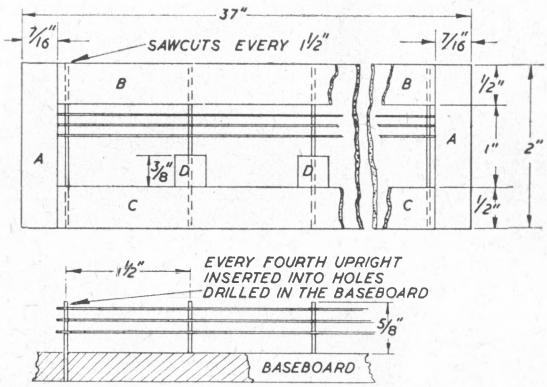
Preparing the Jig

Basically, the jig consists of a flat sheet of wood 37 in. long × 2 in. wide, across which shallow sawcuts are made to accommodate the upright fence posts. Any suitable spacing and arrangement of these posts may be chosen, but the sketch shows my own design of fence which has the posts spaced 1½ in. apart. It is not necessary for each post to go into the ground; one in every four is quite sufficient, the intervening three being cut short to rest on the ground.

Next, cut out from thin balsa wood, pieces *A*, *B*, *C* and *D*, to the dimensions shown and glue them in place on top of the base. The squares *D* are to support the short upright posts and should be fixed centrally over the appropriate sawcuts.

Making the Fencing

Now the jig is waiting to be used and we can heat up the soldering iron ready for action. First, tin thoroughly one side of the 16 g. wire, then cut it into 1 in. lengths for the main supporting posts and ⅝-in. lengths for the intermediate posts, and lay them in the correct sawcuts. Now place the horizontal thin wires in position and solder them to one of the end uprights, taking care to see that

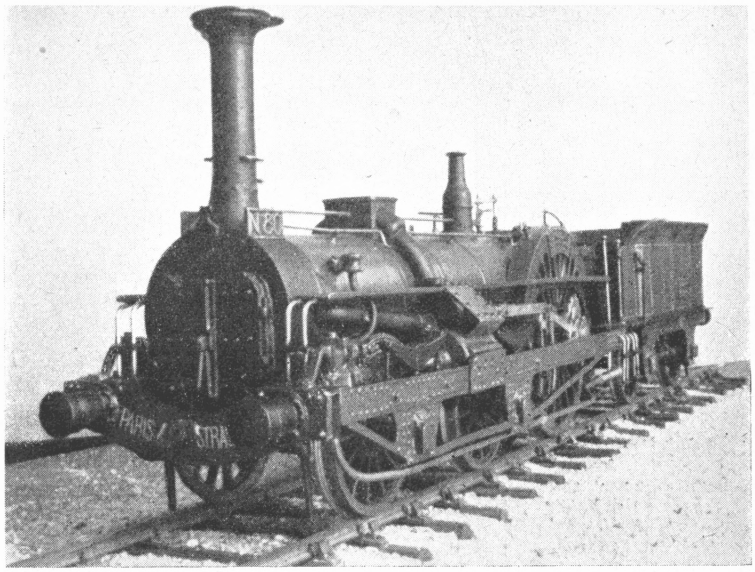


the spacing is correct. Next, solder the horizontal wires to the upright at the other end so that they are lying parallel along the length of the fence. After this you may commence soldering to the intermediate posts, but make sure that the wires remain parallel throughout their length.

Remove the fencing from the jig and trim up with a file if necessary. Finally, paint to suit the colour scheme and when dry drill small holes in the baseboard to receive the supporting posts.

Gates can also be made by this method, the hinges being made by soldering two small rings to the end upright one at the top and one at the bottom to receive the hinge pin.

A CRAMPTON IN "O" GAUGE



IN our editorial notes for June, when commenting upon the Model Railway Exhibition, we referred to a remarkable " O " gauge Crampton locomotive which had attracted our special attention. Through the kindness of M. Henri Girod-Eymery, we are able to reproduce two photographs of the model, and the following particulars of it; he is the owner of this particular model.

The model represents Engine No. 80, built in 1852 for the Paris-Strasburg Railway; apparently, we were misinformed that it is a die-casting, for it is actually made up of *sand*-castings in bronze and was built by M. Robert Postel.

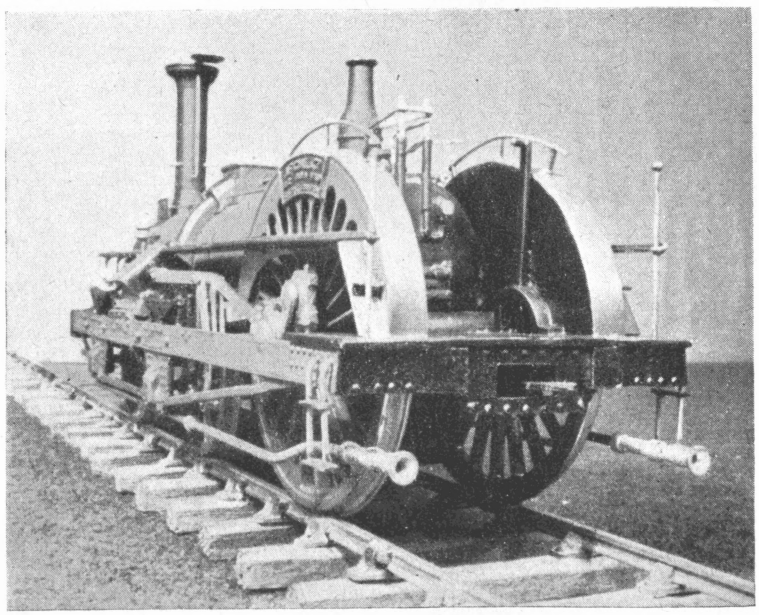
In Paris there are several professional people making small and intricate castings in silver, bronze and other metals, especially for fancy jewellery. So M. Postel designed a lot of patterns ; for instance, the body of the tender is make up of four castings, with all details, including the rivets.

M. Girod-Eymery has been good enough to send us a copy of *Modeles Ferroviaires* from which we learn that this model was built in 16 hours ; the very small amount of available space inside made the problem of providing motive power a difficult one to solve, but it was successfully overcome by fitting a Zenith permanent magnet motor in the firebox. The drive is taken from there to the leading axle, and nothing can be seen of it from outside.

The illustrations are reproduced from photographs taken by Delarne-Nouvelliere, of Paris, and we think they have most successfully captured the proper perspective.

Other old-time models recently produced in France include a Fenton, Murray and Jackson locomotive of about 1835, and a Sharp, Roberts of 1839, both for " O " gauge. They are also made from castings, and each is as successful as the Crampton.

The view below shows the enormous size of the driving wheels



EDITOR'S MAILBAG

Commercial Mechanisms

DEAR SIR,—The mention of American Mantua locomotives in the August editorial reminds me that there are few people in this country who realise the degree of realistic and reliable operation possible in "OO" when properly designed and accurately made commercial motors are available. How much longer are we going to tolerate the motors made in this country? While British fans argue over theoretical issues such as magnetic locking, flywheels, brush materials, clearances, and the adequacy of three pole armatures, etc., our American friends have produced commercial motors, selling at £2 to £3, which give unsurpassed and consistent performance for long periods without trouble or attention of any kind!

I am referring to the Pitman DC60 and DC71 motors, which are almost standard for "HO" kits, except for those of Lindsay and Bowser who make their own.

After exhaustively testing these motors in traffic over a long period, I believe it will be difficult to improve them at any price. The DC71 is a large motor, taking 0.8 amp. at full load, and it will only fit large British prototypes in "OO" such as Pacifics. This is the type used in the Mantua 4-6-2 and 2-8-2 kits. The 2-8-2 which I have weighted to the limit, has 18 mm. wheels, and has pulled a 100 wagon train over the whole of the Irthing Vale main line, which means the train is at times completely on the 1 in 100 grade and in curves of three to six feet radius. The majority of the wagons, by the way, are not by any means pin point or ball bearing jobs! This engine will take 70 to 80 wagons at a scale 15 m.p.h., and is as quiet as a mouse. The Pacific, with 24 mm. wheels, is more suitable for passenger service, and takes 20 coaches. It will also handle an 80 wagon freight if need be, but at a rather higher speed. Its top speed is about 100 m.p.h.

The DC60 motor is perhaps of more interest to us, as it is about the same size as the conventional British motors. (No names, no pack drill—I hope!) The performance of this motor has never even been approached by any British commercial type, with the possible exception of the original 5-pole Zenith.

The main features which make the Pitman DC60 motors so outstanding are as follows:

Five-pole 17/32 in. diameter armature, mounted on drill steel shaft. The laminations are ground on the shaft to ensure concentricity and balance.

Bearings are oil retaining bushes of adequate size mounted in self aligning mountings. Felt oil pads give hours of running without attention.

Top and bottom pole pieces extend forward from the magnet block to support the front bearing, making the whole motor a rigid unit. Ingenious design makes accurate alignment during assembly automatic, and the whole thing is locked together by one bolt!

Brushes are copper carbon blocks of large size, big enough for hundreds of hours running. The springing arrangement is simple but effective, though it could be made to take up less space.

The no load speed is only 13,000 r.p.m., about 10,000 under load. This means that a thirty to one reduction (made through nylon worm and gear!) gives very satisfactory slow speed running. At all speeds the motor is extremely quiet and cool.

Why are there no motors like this on the British market? Is it because the manufacturers don't know how to design and make them, or is it simply that the customers don't know what they are missing? I cannot believe that our "OO" railwaymen care so little about operating that they will be prepared indefinitely to spend good money on motors, which, by everyday American standards, have such a poor performance.

Anyone who may think that I exaggerate the deficiencies of our own motors is welcome to bring British motored engines to run over my line in direct comparison with Pitman motored jobs. The Irthing Vale is two-rail, 16.5 gauge, remember. Perhaps some of the visitors to the Irthing Vale, who have seen operations in progress, will confirm these remarks of mine. It is to be hoped that they will foster some profitable thought on the subject of commercial motors.

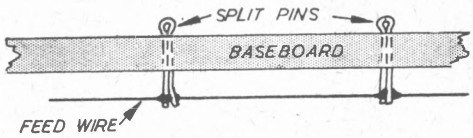
Yours faithfully,

London, N.W.3. FLEETWOOD SHAWE.

Stud Contact

DEAR SIR,—After having read different versions on stud contact, I think that my idea will settle a lot of trouble for a lot of enthusiasts. At least it has settled mine.

Different people have had difficulty with sinking-pins, but the way I have succeeded is by using split-pins $\frac{1}{16}$ in. diameter, and over point work I have used them a shade larger both being long enough to go through the baseboard.



Where the pins have to go on the track, I have drilled through with a drill a few thousands-of-an-inch smaller in diameter than the pins and then have pushed the pins in up to the head.

If anyone is using Celotex or insulation board, the pins still have a tendency to sink, but this also can be overcome by sliding the nearest B.A. washers along the pin up to the head and then pins are put in as already stated.

With regard to wiring, all I have done is to wind the live wire round the two prongs of the pins which extend below the baseboard.

Yours faithfully,

Sheffield 2. HERBERT SALVIN.

Fine-Scale Rail Out of Doors

DEAR SIR,—Readers may be interested to know that I have been using Gauge "O" fine scale flat-bottom track on my garden railway for quite a time now. I have already laid 100 feet of this track and find it very satisfactory. The rail is spiked direct to the sleepers without the use of baseplates. The sleepers are cut from sheets of obechi wood, $\frac{3}{16}$ in. thick. This timber can be obtained from any model aeroplane shop. When complete the track is creosoted all over and the running surface of the rails wiped clean. The track stands up to the weather very well, with surprisingly little maintenance. I can recommend this track to the beginner, as it is simple to lay and does not require much maintenance. It looks realistic, is cheap, and, above all, it meets all requirements.

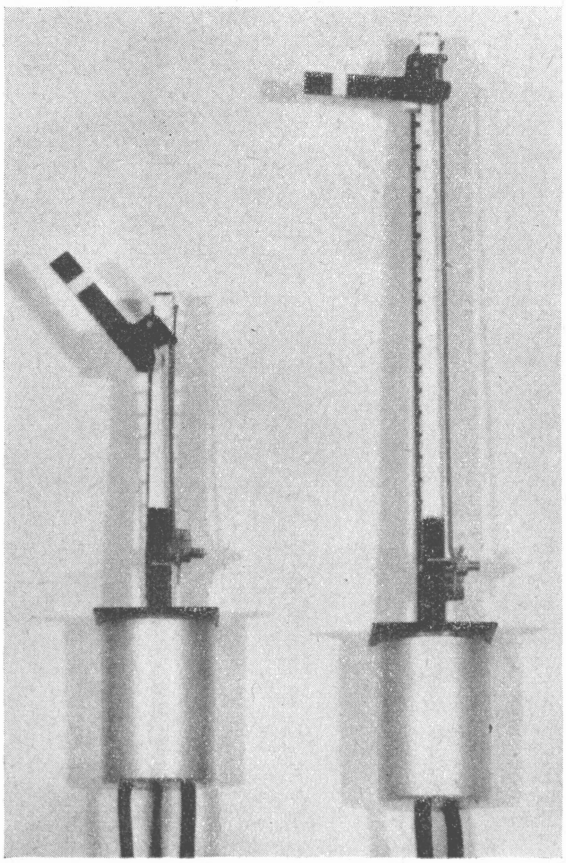
Yours faithfully,

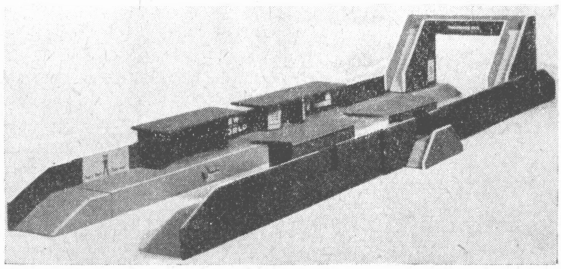
West Wickham. G. C. LAVIS.

Talking Shop

SCALE MODEL EQUIPMENT CO. LTD., of Steyning, Sussex, are producing three types of 4 mm. scale upper quadrant signals available for hand or solenoid operation. The photograph reproduced below illustrates the home and starter type. The third type has a distant arm on a standard length post. The electrically operated version, which is ideal for operation by the trains through relays, or manually through an electrical lever frame, has its solenoid very neatly arranged in a cylindrical casing which screws on to the underside of the signal baseplate. To instal the signal, a hole $\frac{11}{16}$ in. diameter is drilled in the baseboard into which the cylinder is placed, out of sight, and the baseplate rests on top at ground level.

The current consumption of the solenoids on my samples was 0.4 and 0.5 amps, and provided the voltage rating (normally 12 volt) is not exceeded, the solenoid will hold the semaphore in the " off " position for an indefinite period without overheating. Signals with solenoid coils wound for other voltages are available by special order. To eliminate any hum which may be experienced when energising the solenoids with rectified d.c., S.M.E.C. can supply a 250 mfd. condenser for connection across the output terminals of the power unit.





One of the many stations which can be set up in a few minutes using " Truescale " components

These signals are of scale proportions, well finished in correct colours and have transparent spectacle " glasses." Working parts have been kept at an absolute minimum and require no lubrication. Having inspected the samples closely I am confident that, once installed on a layout, any of them would give trouble free operation for years.

The manufacturers would like me to mention that they have an attractive silk screen printed display stand for the retailer's shop window or counter and they are prepared to send them out with trade orders of reasonable size.

" Truescale " Lineside Accessories

M. S. ROSE LTD., of 76, Columbia Road, London, E.2, are the sole distributors of a range of " TT," " OO " and " O " gauge station buildings and other accessories, some of which are illustrated herewith These are strongly and simply produced, well finished in bright colours and have been designed in a number of standard sections which can be quickly arranged in various combinations. They are therefore eminently suitable for use with the portable table-top proprietary systems popular with the younger generation. Please notice that the distributors cannot supply individual modellers direct, but prefer to deal entirely through the usual model railway retailers. In case of difficulty, modellers can obtain the name and address of their nearest stockist from M. S. Rose Ltd.

Proprietary Systems on Show at Gamages, London

Anyone interested in model railways generally, or in the proprietary systems in particular, should visit the special model railway room at GAMAGES STORE, Holborn, London. On a large composite

layout, built in connection with Gamages Christmas Display arrangements, one can see Hornby Dublo, Graham Farish, Rovex, Trix and Rokal trains going through their paces amongst full scenery. To fathers with railway-minded sons and an eye on Christmas, or to anyone interested in these systems, the display forms a convenient review of the leading proprietary model railways where price, appearance and performance can be compared on the spot.

New Rivarossi Locomotives

Distributors throughout the British Isles for the Italian built Rivarossi trains are now GEORGE BRADSHAW (SUSSEX) LTD., of Hove, from whom full particulars are available.

Among additions to the range are : a freight type diesel-electric U.S.A. Western Pacific Railway 0-4-4-0 two-rail locomotive and a massive looking electric 0-4-4-0 locomotive of the Italian State Railways with two-rail or overhead pantograph pick-up. Both these models are wound for 12 volt d.c. and will run on B.R.M.S.B. 16.5 mm. track. They have automatic couplers, and a very powerful ball-bearing motor driving the wheels through an oil bath worm and wheel transmission. Most of the Rivarossi prices have been substantially reduced.

Catalogues Received

A. WEBSTER OF DUNDEE. 40 pages and cover ; size 8½ in. × 5½ in. ; over 30 illustrations. A useful general catalogue dealing mainly with " OO " gauge equipment.

HAMBLINGS OF LONDON, W.C.2. 76 pages and cover ; size 7¼ in. × 5 in. ; fully illustrated. The latest catalogue from " the Home of ' OO ',' well up to the standard of previous editions.

ALFRED WILSON LTD., 7, Ship Tavern Passage, London, E.C.3. A catalogue of railway books, journals and periodicals. A useful reference for railway enthusiasts, listing in one book all the various railway publications.

MINIKSCALE LTD., of Liverpool. The Anorma Illustrated Catalogue and Handbook. 16 pages and covers ; size 8½ in. × 5½ in. This illustrates and lists all the " Anorma " " OO " gauge building kits and includes a well-written article on " Miniature Scenic Modelling " by John H. Ahern.

New Graham Farish Products

Looking around *The Model Engineer* Exhibition this year, I was attracted to a display of " OO " gauge figures on the railway station displayed by GRAHAM FARISH LTD. Something like 30 or 40 figures are now coming on to the market, covering station staff and passengers, some waiting for late trains and others running for early ones. The price is high, partly because of a special casting process facilitating the realistic poses, but mainly because every figure is carefully hand-painted in authentic colours.

The new Graham Farish suburban coaches have a beautiful body moulding which I think would satisfy the most particular enthusiast, but a rather curious feature about them is that they are fitted with 10 ft. wheelbase Pullman bogies. The official explanation given to me was, that the dies and tools used for producing these bogies (for the Pullman and *Wagon-Lits* coaches) were readily available whereas machinery for producing the shorter wheelbase suburban type bogies could not be set up for their production in time for the Exhibition. Working on the assumption that modellers would like a suburban coach with Pullman bogies rather than no coach at all, this makes sense ; but I would be interested to hear the general feeling about this. Any opinion, for or against would be a welcome guide.

Compliments of the Season !

Before I sign off this month, as Christmas is all but upon us, I would like to convey my compliments and good wishes to all modellers, and especially to my friends in the trade.

FOR THE BOOKSHELF

West Midland, by Edward Beal. (London: Percival Marshall & Co. Ltd.). 164 pages, size 6 in. by 9½ in. Illustrated. Price 15s. net.

This latest book by Mr. Beal is one that many model railway enthusiasts have awaited for a long time. The West Midland Railway is known, at least by name, wherever the model railway hobby is known; for it is Mr. Beal's own extensive " OO "-gauge layout which has been the subject of many references and descriptions in THE MODEL RAILWAY NEWS and elsewhere, over a long series of years.

Yet, until now, a complete history and description of the line have never been published as a whole, and there have been several reasons for this. Vicissitudes due to change of residence resulting in demolition and re-erection in another place, with some necessary re-planning each time, have delayed the writing of this book. Circumstances, however, have now made the setting down of the record possible, and it makes a fascinating story. But it is not merely a " history "; Mr. Beal states a reason for everything and shows clearly but simply exactly how the various technical developments have been made, from time to time, over a long period. Every department of the layout, its furnishings and scenery receives due consideration, and from end to end, the book is a mine of useful and helpful hints and information.

WITH THE CLUBS

The Model Railway Club

The club held a debate at their October 16th meeting. The motion " Is it policy for the Model Railway Club to own a working layout," was carried by a narrow majority after many pertinent speeches from both sides of the house.

The club participated in this year's *Model Engineer* Exhibition, a large part of the stand being devoted to an " O " gauge fine scale working layout constructed by a working party of members in their spare time.

Meetings for December include the annual social at the Central Hall, Westminster and a " Southern " track night on the 18th held in the Ambulance Room, Waterloo Station, London, S.E.1, at 7.30 p.m.

Further particulars may be obtained from the Hon. Secretary : D. A. BOREHAM, 34, Shrewsbury Road, London, N.W.10.

Southend Model Railway and Engineering Circle

The following meetings have been arranged:—

December 8th.—Second talk by Mr. Price (B.R.).
January 13th.—A.G.M. 7 p.m.
January 29th.—Mr. Rimmer " Model Photography."
February 28th.—Sound films (B.R.).
March 25th.—Mr. Roomes, " Model Locomotive Construction."
May onwards.—3½ in. and 5 in. Live Steam classes, etc.

We share all our meetings with the Southend Model Power Boat Club.

Hon. Secretary: ALAN L. HOOPER, 14, Sherbourne Gardens, Southend, Essex.

The Huddersfield Railway Circle

The circle will be holding its first public exhibition next Easter, and in connection with this event, an open photographic competition is being organised.

There will be a panel of three judges, namely:—The Ven. Eric Treacy, M.B.E., H. Leslie Overend, Esq., W. Hubert Foster, Esq.

Prizes of two guineas, one guinea, and half-a-guinea are offered for the best three entries.

Further particulars and entry forms are obtainable from the competition organiser, P. D. SANDLAND, 7, Regent Road, Edgerton, Huddersfield.

Meetings are at present held in the St. James' Schools, Marsh, Huddersfield, at 8 p.m., where we would be pleased to welcome any visitors or prospective members.

Wednesday, December 3rd.—" The Swiss Federal Railways," a talk by G. H. Butland of the Bradford Railway Circle.

Wednesday, December 17th.—" Our Exhibition Layout," an explanatory talk by J. D. Sutcliffe.

Hon. Secretary: E. BLAKEY, 3, Trinity Street, Huddersfield.

Epsom and Ewell Model Railway Club

On December 18th, at 7.30 p.m. sharp, we shall hold our annual general meeting, which will be followed by an ordinary meeting, when Mr. A. Kerr will talk about the principles of signalling.

We have had enquiries about steam operation in the smaller gauges (e.g., 7 mm. scale) and the members would welcome new members and visitors who are interested, especially those interested in remote control.

Mr. A. Kerr has been elected visits secretary and correspondence about visits should be addressed to him at 8, Claremont Gardens, Surbiton.

The members meet at Pit House, Cheam Road, Ewell, at 7.30 p.m. on the third Thursday in each month.

The club is doing well and has increased its membership from 16 last January to 27, and it appears that we need not increase the annual subscription from the current rate of 10s.

Hon. Secretary: P. D. McCANN, 115, Elmstead Gardens, Worcester Park, Surrey.

The Tonbridge and District Model Railway Club

The following meetings have been arranged:—

December 4th.—" Painting and Lining 4 mm. Locomotives," R. J. B. King, (Medway Eng. Society).
December 18th.—" Time-table Working," H. Weskett.
January 8th.—" Silver Soldering," A. C. Gale.
January 22nd.—" Odds and Ends " sale, or quiz.

The Social Centre, Tonbridge, has been booked for April 27th to May 3rd, 1953, inclusive, for our next exhibition.

Any prospective member can obtain full particulars of the club from the honorary secretary, 185, High Street, Tonbridge.

Walsall Model Engineering Society

The society as yet is only in its infancy but membership has now reached a total of 17, which it is hoped will continue to expand during the winter months.

Our year commenced on September 1st, and in case any of your readers may be interested, now is the time to write for particulars. The membership fee is 10s. per annum.

Regarding activities, members are at the present time actively engaged in laying "OO" gauge—16.5 mm. trackwork as the first stage of a portable layout. Future outlook is to include live steam models and possibly radio controlled power boats.

Hon. Secretary:—B. PINNER. 25, Cook Street, Fallings Heath, Wednesbury.

Swinton and Pendlebury Model Engineering Society

Permanent accommodation has been secured for the society at the Blue Ribbon Hall, Pendlebury Road, Swinton, Manchester. The clubroom is open each night to members, and meetings are held on the first Thursday and third Tuesday in the month. A winter programme of lectures and building is being prepared and work has commenced on a " OO " gauge layout. At the turn of the year we hope to commence an outside steam track to run in conjunction with a miniature car racing track. Anyone interested in any branch of model engineering will be very welcome. It is hoped to start a junior section in the coming months.

Hon. Secretary: W. H. MANNERS, 11, Station Road, Swinton, Manchester.

Perth Model Railway Club

The members of this recently formed club paid a visit to " The West Midland Railway " on Friday, October 10th, through the courtesy of Rev. Edward Beal. They were delighted with this wonderful railway, and all agreed after seeing it to go ahead with the club portable two-rail layout which has been held up for lack of materials for the baseboards. This difficulty has now been overcome, so will any genuine enthusiasts willing to help, please contact the hon. secretary: JAS. ROBERTSON, ESQ., 4, Burnside, Cherrybank, Perth.

Tramway and Light Railway Society

This society recently held its first annual exhibition at the Roya Scottish Corporation Hall, Fetter Lane, London, during August. The ¾ in. scale layout was in full operation all the time and cars from all the London municipalities were in continuous operation.

Mr. Elliott's latest model. an Erith Council car, was much admired in its beautiful livery of apple green and cream, and ornate lining out. Mr. Hudson's new Paris motor car was run coupled to the previous two models of this system.

A novelty was Mr. Wilson's conduit track, and the public were invited to insert the " Plough " under a class " M " L.C.C. car and send it on its way over the conduit system, and having a race with Mr. Whitbread's M.E.T. " Bluebell." The characteristic noise over the crossings was most realistic.

Space forbids mention of all the other smaller models in " OO " and " O " gauge but mention must be made of an excellent street scene by Mr. Baddely comprising overhead standards with all the ornamentation, conduit and overhead systems.

It is proposed to make this exhibition an annual event and next year we hope to run a decorated car in honour of the coronation of Queen Elizabeth, a feature of all the coronations since 1903. It will also commemorate 50 years of electric tramways operated by the London County Council, the first conduit line being opened in May, 1903.

Norwood Model Railway Club

Recent activities of the club have included a film show and talks on " Stud Contact " and " Scenic Modelling." Arrangements are now in hand for the holding of the Club's annual exhibition and competition and a tentative date of December 6th has been fixed. The committee are negotiating the loan of an outside hall for the function this year with a view to getting more space for both the club's exhibits and those under the loan section. In addition to the existing " OO " and " O " gauge layouts work is proceeding with two further layouts, 16.5 and 18 mm. both of a portable nature and which will be available in time for the exhibition. The usual annual competition will be held in conjunction with the exhibition. The committee would be very pleased to hear from members of other organisations who would like to include models under the loan section and also from clubs who would like to avail themselves of space for their own club stands. Full details will be furnished on application to the Hon. Secretary: L. BRAMMA SMITH, 9, Chestnut Road, S.E.27, who will also be pleased to welcome visitors and prospective members at the club's headquarters in the Crypt of St. Lukes Church, West Norwood, S.E.27.

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Readers desiring to see the Editor personally can only do so by making an appointment in advance.

All correspondence relating to sales of the paper and books to be addressed to the Sales Manager, Percival Marshall & Co. Ltd., 23, Great Queen Street. London, W.C.2.

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The utmost care is taken to exclude announcements from doubtful sources, but we cannot accept responsibility or guarantee the good faith of advertisers.

The Sports Depot (M/C) Ltd. for bargains in Gauge " O " and " OO " model railway. Hornby " O " trucks from 2s. to 4s. each ; Clockwork lines 6d. each ; Electric 9d. each ; Coaches from 12s. 6d. each. Meccano sets and parts. All sports equipment. Toys, etc. We purchase secondhand Hornby, Trix, Rovex locomotives and accessories. Send your goods for disposal on to us for disposal.—4/10, Princess Road, Moss Side, Manchester. Tel. : MOS. 1757.

Read-Maxwell 5-pole, 12 or 24 volt " O " gauge motors, 67s. 6d. 18- and 25-1 worm sets for above, 9s. 6d. set. Cast iron wheels with squared location (fits standard squared axles) 11 sizes in stock. From 2s.6d. each. Stud contact collectors for any type of " O " gauge locomotive. Lists including details of above, 3d. in stamps.—R. G. DETTMAR & Co., Ashtead, Surrey.

Staffordshire's Model Shop since 1936. Model railwaymen always welcome. New " OO " layout.—J. W. BAGNALL, South Walls Road, Stafford. Tel. 420. M.E.T.A.

Transformers for " direct " or " split potential." Rectifiers, auto cut-outs, ammeters, volt meters, reversing controllers power units, large stocks. List, s.a.e.—HARRY GILPIN, 76, High Street, Walton-on-Naze, Essex.

Handyman's Shop, 27, Blakey Moor, Blackburn. Agents for Acro, Peco, ERG, Walkers, Wrenns, Hamblings, etc. Hardboard strips (all sizes for tracklaying).

Pre-Grouping Coaches. 4 mm. card parts. Embossed panelling. Thirds-Clerestory. Midland 46' 7½", 4s. 3d. ; G.W.R. 46' 6" ; N.E.R., 45', 3s. 9d. ; Six-wheel L.S.W.R. G.N. of Scotland, 2s. 6d. ; N.E.R. 32' brake van, 3s. 6d. Post 3d.—HANSON, 57, Sutherland Avenue, Fenham, Newcastle-on-Tyne, 4.

America's Most Authoritative Magazine " Model Railroader " one year post free. 39s. Back numbers 3s. 6d. each. Free booklet of other American magazines from—WILLEN LTD., (Dept. 42), 101, Fleet Street, London, E.C.4.

West of England Modellers should send their requirements to—HARRIS'S TOY SHOP, 32, Chapel Street, Exmouth. Phone : 2028. Agents or stockists for all the principal model manufacturers.

Trix 2-4-2 tank locomotive, Dublo remote points, point motors, many Trix and Dublo items. S.A.E. list.—Box No. 6540, MODEL RAILWAY NEWS Offices.

L.M.S. Vestibule Coaches. Completed and lined. 3-rail, 17s. 6d. Only limited number in stock. Send 3d. stamp for leaflet. —COACHCRAFT, 8, Thornhill Road, Heaton Mersey, Stockport.

L.M.S. 4-4-0 " OO " Kits. Everything to build the locomotive and tender, no soldering, screwdriver assembly, no other parts to buy. 3-rail, 73s. 4d., 2-rail, 79s. 9d. Send 3d. stamp for leaflet. Buy now whilst stocks last. Cannot be repeated. From all dealers or—K.M.R., Lothair Street, Manchester, 13.

Trix " OO " Items. Pacifics 2-4-2, electric signals, etc., also Marklin " OO " and Dublo items, all as new, will separate.—Box No. 6650, MODEL RAILWAY NEWS Offices.

Rotary Convertors. For operating model railways from d.c. mains. These are converted *ex*-Government units, giving approximately 12-15 V at 3 A d.c. from 230 V d.c. Fitted in steel cabinet with main switch and lead and radio noise suppressor gear. Price 25s. each. Postage, 2s. 6d. ; Metal rectifiers, 12 V, 1 A, 8s. 6d. ; 3 A, 14s. ; 4 A, 21s. Postage, 1s. ; 6 V relays, with two heavy duty break contacts. Price 2s. Post 9d. ; Transformers, 230 V, a.c. input, output 15 V at 2½ A, 12s. 6d. Post 1s. 6d. ; Selector, switch boxes. Containing 16 toggle switches, terminal strips, etc. Price 12s. 6d. Post 1s. 6d. Send for our Government surplus list, price 6d., post free, which contains over three hundred useful items for the experimenter.—A. T. SALLIS, 93, North Road, Brighton.

Trix Train Set, pre-war, good order, £7. Also latest type set, hardly used £8 10s. (cost £13 7s. 3d.). Hornby-Dublo tank goods set, perfect, £8.—Box No. 6619, MODEL RAILWAY NEWS Offices.

Gauge " O " scale locomotives, electric, clockwork, rolling-stock, accessories, brass-track layout. Selling cheap to clear. S.A.E.—Box No. 6620, MODEL RAILWAY NEWS Offices.

Gauge " I " Bassett-Lowke steam tank locomotive, 0-4-0, black, three wagons, £12 10s.—21, North Street, Carshalton, right-hand pullbell.

Leeds 0-6-2 L.M.S. Tank, 4 vans, 2 wagons, Sentinel kit. C.C.W. kit, track parts, etc., all unused, 12 gns.—BAMFORTH, 31, Parkfield, Chadderton, Lancs.

Hornby Gauge " O " electric equipment and large Meccano for sale. S.A.E.—STANLEY, 7, Kimberley Gardens, Enfield, Middlesex.

"O" Gauge. B/L steam Mogul, B/L 20 V, a.c. Mogul. Hornby 20 V 4-4-2 tank. Steel track, coaches, wagons, 20 V transformers, etc. S.A.E. list.—T. McAneny, 177, Crawley Green Road, Luton, Beds.

Dublo " Duchess " converted two-rail, very good condition, £5 15, or near offer.—WEST, 41, Western Road, Winchester.

2-rail " O " Gauge equipment for sale. L.N.W.R. 4-4-2T, Nettle railcar, 4 wagons, 12 V, 5 A, d.c. power pack, 11 yd. track on battens, materials make further 15 yd., £14. —SYKES, 14, The Hoo, Kempston, Bedford.

Gauge " I " " Duchess of Montrose," locomotive and tender, brand new, 24 V. Perfect, offers around £70.—N. C. WILLIAMS, 486, Hagley Road West, Quinton, Birmingham, 32.

Sale. Hornby Gauge " O " electric 4-4-2 locomotive and tender, rolling stock, track, points, large transformer, accessories. Excellent condition £15, offers. Bassett-Lowke Mogul Steam locomotive, new condition, brass track, two coaches, £15. Two Exley coaches, new condition, £5.—Box No. 6625, MODEL RAILWAY NEWS Offices.

Gauge " 1 " Railway for Sale. Super scale track and points, clockwork tank, carriages, wagons, etc. For particulars write—DORMAN, 19, Queen's Gate, Glasgow, W.2.

Octagonal Smock Windmill. Perfect working model, details.—RAWLINS, Keynavon, Radfall Hill, Whitstable.

American H.O. 16.5 mm. gauge locos, box cars, reefers flats, kits, passenger cars. S.A.E. for list.—Box No. 6626, MODEL RAILWAY NEWS Offices.

For Sale. " OO " 6' 6" × 4' 6" layout, 10 points, electrically controlled signals, etc. Fully scenic with or without locos, rolling stock, controllers.—Phone : HEN. 6452 after 7 p.m.

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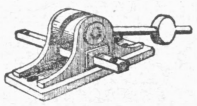

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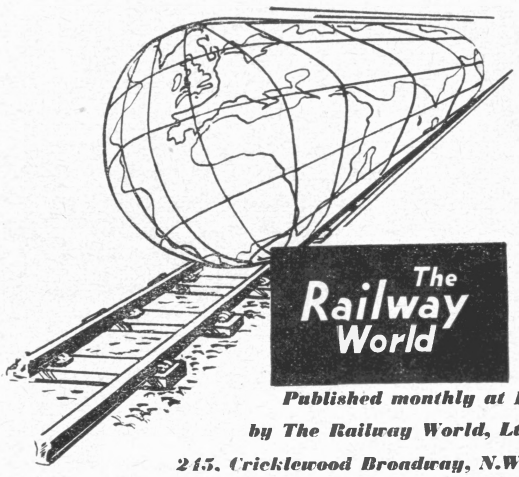

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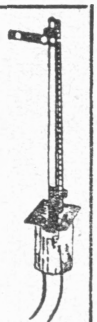

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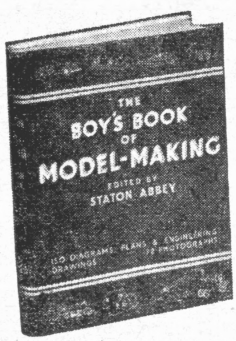

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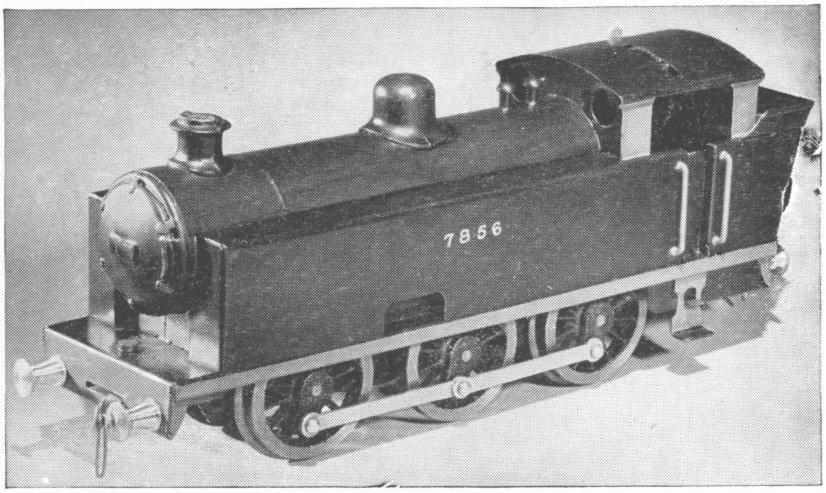

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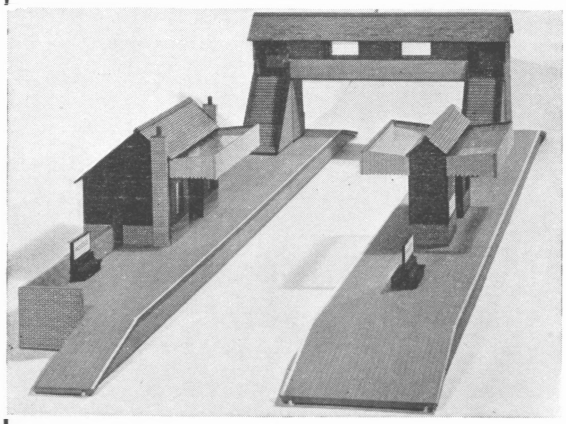

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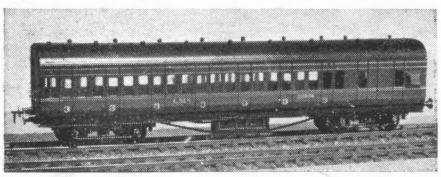

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